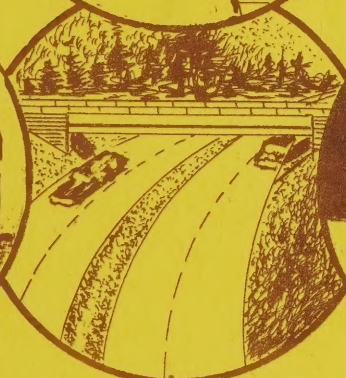


# REPORT OF OPERATIONS

## 1974



RAILROADS

BUSES-HIGHWAYS-AERONAUTICS

New Jersey  
DEPARTMENT OF TRANSPORTATION  
1035 Parkway Avenue  
Trenton, New Jersey 08625

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ALAN SAGNER  
COMMISSIONER

STATE OF NEW JERSEY

DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE  
TRENTON, N. J. 08625

October 1, 1975

Honorable Brendan T. Byrne  
Governor of New Jersey

Dear Governor Byrne:

I am pleased to forward to you this report on the Department of Transportation's major accomplishments and activities during the 1974 calendar year.

Following the defeat of proposed bond issues which would have provided \$300 million for preservation of railroad service and for the reduction of congestion and elimination of safety obstacles on State highways, the Department made a searching review of the highway program to make more projects eligible for Federal funding.

Gaps were closed in a number of highways with the opening of 47.4 miles of roadways during the year to provide additional safety and greater economy of travel.

As the year drew to a close, the Department was assured of receiving the largest Federal grant for mass transit improvements in its history. Expected approval by the Urban Mass Transportation Administration of a total of \$136.5 million to modernize bus and passenger railroad facilities and equipment followed months of intensive and sustained efforts by Department staff.

Respectfully,

Alan Sagner  
Commissioner of Transportation

State of New Jersey  
Department of Transportation  
Office of the Secretary  
1000 Washington Blvd.  
Newark, NJ 07102



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## I. HIGHLIGHTS

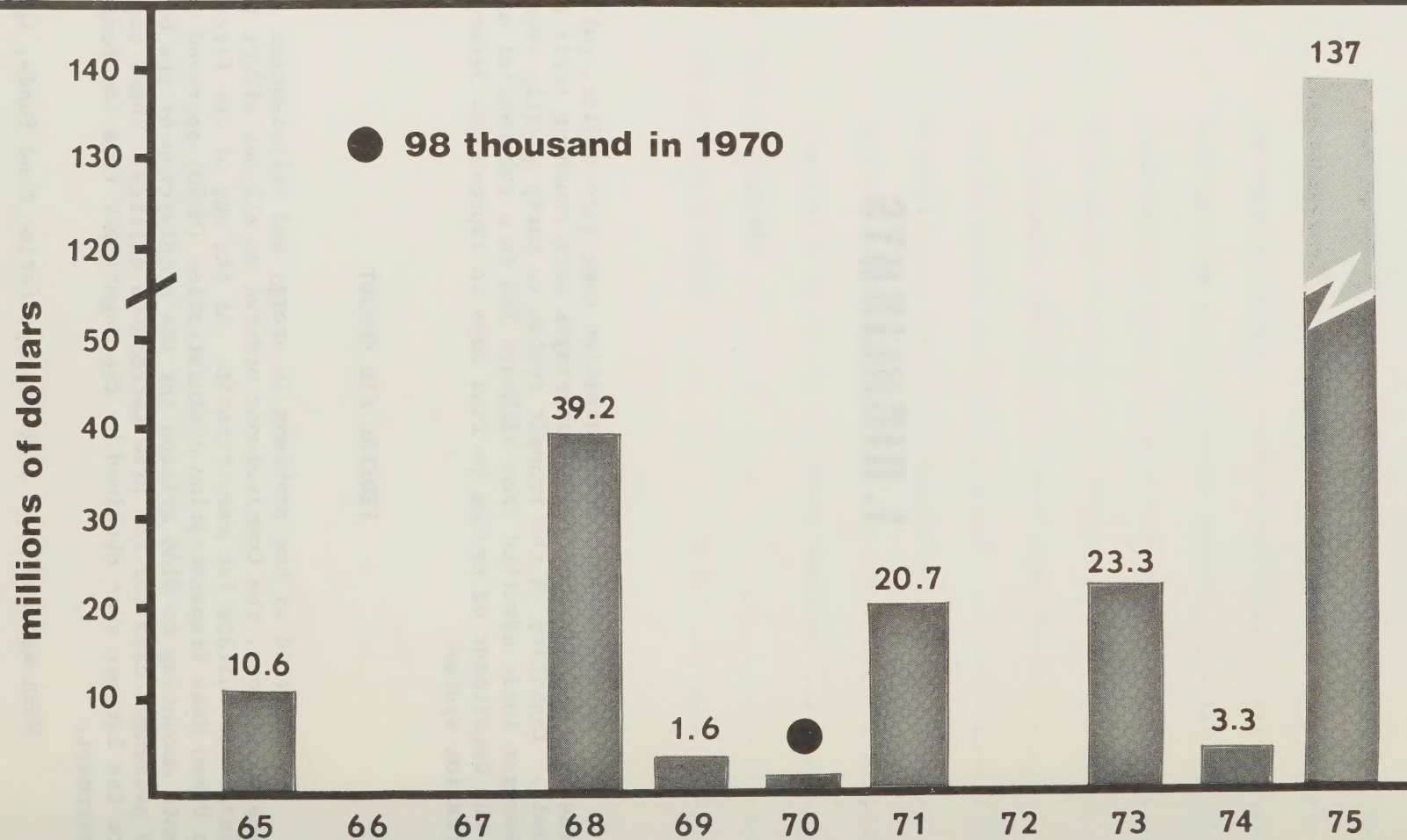
As the present Administration came into office, public concerns over gasoline and energy shortages were reaching their highest levels. Inability of the transit system to carry greatly expanded passenger loads diverted from highways led to a substantial emphasis by the Department on trying to find ways to improve New Jersey's transportation system.

### FEDERAL AID SOUGHT

Spurred by the problems in energy and deficiencies in mass transit services, the Commissioner ordered an all-out effort to get Federal-aid dollars for mass transit. At the end of the fiscal year, the Urban Mass Transportation Administration (UMTA) approved capital grants amounting to \$136 million for the acquisition of new buses, and new passenger cars for the Erie Lackawanna Railway. These capital grants were the largest ever obtained by the Department from the Federal government.

When matched with 1968 Transportation Bond Funds, the grants

# UMTA capital grants to N.J. & N.J. authorities





will finance a \$178.7 million program to rehabilitate and re-electrify the Morris and Essex lines of the Erie Lackawanna Railway, extend electrification from Dover to Netcong, and purchase 160 high speed, air-conditioned, multiple-unit passenger cars. A \$75 million program for the purchase of buses to help modernize the State's aging bus fleets also is covered by the grants. Plans call for the purchase of 800 new buses and the acquisition of about 500 used buses from Transport of New Jersey and Somerset Bus Company. The used buses will be rehabilitated and leased back to the companies.

UMTA, at the Department's request, provided an additional \$300,000 to continue the Haddonfield-based Dial-A-Ride bus demonstration until April 1.

The Division of Commuter Services processed a preliminary application for submission to UMTA for a capital grant to the Black People's Unity Movement of Camden to establish a demand-activated bus service in that city. The \$175,472 capital grant project, called Tele-A-Tran, would provide door-to-door service within a four-square-mile area. Elderly and handicapped persons would ride free.

#### NEW EQUIPMENT IN SERVICE

The Department, as part of its policy to upgrade commuter services and attract more motorists to public transportation, began placing 70 new railroad passenger cars into service on the Penn Central Railroad's South Amboy branch. These cars replaced 50-year-old "red" cars used by Penn Central in its New Jersey service. The new commuter cars were purchased with an \$18 million UMTA grant matched with \$9 million from the State's 1968 Transportation Bond Issue.

An extension of passenger service on the Central Railroad of New Jersey from Raritan to Phillipsburg, inaugurated on an experimental basis, developed sufficient ridership to be incorporated in the railroad's regular service by the Commuter Operating Agency.

The Division of Commuter Services received authorization from UMTA to start engineering work on the electrification of the New York and Long Branch Railroad from Perth Amboy to Red Bank, the initial phase of an overall upgrading of this service.

A preliminary study was completed on the feasibility of restoring railroad passenger operations on the West Shore Line of the Penn Central Railroad. The Department's review indicated the study was not sufficiently detailed to proceed to an in-depth study which



would include Rockland County, N.Y. The Tri-State Regional Planning Commission was asked to administer the study.

#### SENIOR CITIZEN FARES CUT

An improved program of reduced bus fares for senior citizens was expected to save the more than 305,000 participating senior citizens some \$250,000 a year in travel costs. They began paying a nickle less after January 1, 1975, on fares not multiples of a dime. The new system also was expected to minimize administrative costs for the State.

A reduced fare project on the Newark Subway to increase ridership during the morning and evening rush hours was inaugurated on a trial basis. A \$10,350 subsidy was provided through the Bureau of Bus Operations for the reduction in fare from 40 cents to 10 cents on weekdays for riders between Pennsylvania Railroad Station and Broad Street westbound from 6:30 to 9:30 a.m., and eastbound from 3:30 to 6:30 p.m. Initial reports showed a five-fold increase in riders.

For Monmouth County commuters, the Department sponsored, on a trial basis, a park-ride and express bus service to New York City from the Monmouth Shopping Center at Eatontown.

In Middlesex County, the Commuter Operating Agency approved the expansion of bus routes to provide public transportation to the county college campus and the Raritan Industrial Center. The new service was expected to open academic and employment opportunities for persons without cars, or those who could not afford taxicabs.

At the request of Morris County, the Commuter Operating Agency contracted with Jersey Bus Company to establish service between Butler and Morristown. The State and County shared the cost of the new bus route, the first north-south bus route in the County. Six State-owned buses were leased to the company to make this service possible.

#### CARPOOLING PROMOTED

One of the ways seen as a possible immediate aid in dealing with both the short-range and long-range aspects of the crisis in mass transit was through the promotion of carpools for commuters.

An estimated 530 employers located in urbanized areas and having 500 or more workers at one location were offered assistance in



forming carpools as part of the Department's continuing effort to conserve fuel, decrease traffic congestion, and improve the quality of the air. As an example of the ways to encourage carpooling, the Department offered preferential parking for carpool vehicles at the main headquarters parking lot.

The Department received requests from 95 firms for assistance in forming carpools for their employees. Another 71 companies indicated they had carpool programs underway.

#### OTHER EFFORTS MADE

There were other efforts to reduce dependance on the automobile:

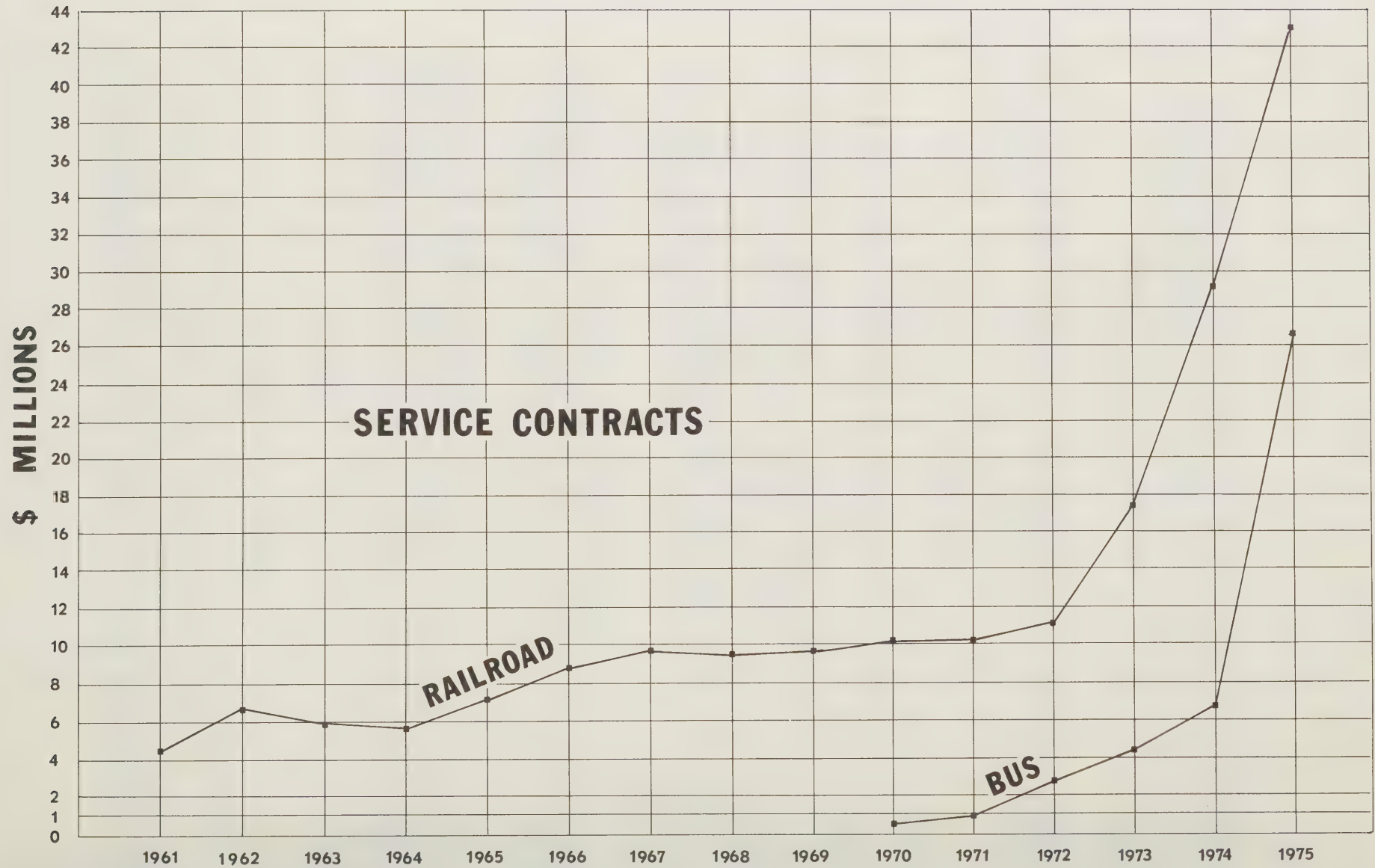
- . To provide valuable input for long-range planning for mass transit, the Bureau of Common Carrier Planning participated in a Commuter Railroad Origin and Destination Survey along with all northern New Jersey railroads, PATH, the Tri-State Regional Planning Commission, and Amtrak. An estimated 35,000 questionnaires of 100,000 distributed were returned. About 75 percent of the respondents indicated a willingness to answer questions from time to time on public transportation services.

- . With a Federal grant from the Federal Highway Administration (FHWA), the Department initiated a feasibility study to determine whether one lane of Route 3 in Passaic, Bergen, and Hudson Counties should be reserved for buses and carpools during rush hours.

- . The Department, seeking to make the bicycle more acceptable as a means of inexpensive and pollution-free transportation, submitted 54 applications from municipalities and counties to the FHWA for the construction of bikeways costing an estimated \$2,850,000 for the 1975 fiscal year. The Federal Highway Act of 1973 permits the State to use up to \$2 million annually of Federal aid funds for the next two fiscal years.

#### SERVICE COSTS RISE

As the fiscal crisis in transit continued, the shortage of gasoline resulted in an increase in transit ridership of about 7 percent. But the increase disappeared as soon as more fuel became available--at higher prices. As a result, additional bus companies requested





service contracts and contract costs mounted.

Service contracts with bus operators more than quadrupled because they were suddenly faced with rapidly escalating operating expenses caused by the rise in fuel prices and materials costs. This, together with the addition of Transport of New Jersey, the State's largest mass transit company, to those seeking financial assistance, increased the contract program from \$6.88 million in fiscal 1974 to \$26.83 million for fiscal 1975.

In the effort to obtain Federal funds for transit operations, the Commissioner worked closely with New Jersey's Congressional delegation in seeking passage of an \$11.8 billion mass transit program.

The Commissioner, in voicing support for the measure, cautioned that while the bill would provide the State with about \$15 million in operating subsidies for the first year, there was no assurance that any of that amount would be received during fiscal 1975. He noted also that the overall funding was far below the State's needs and that the State was confronted with a shortage of \$32 million to carry the bus and rail subsidy program through the year.

#### FREIGHT LINE CUTS OPPOSED

In another aspect of railroad transportation critical to New Jersey's needs, the Department sought to prevent the loss of railroad freight trackage under the Federal Railroad Reorganization Act of 1973. The Act authorized the establishment of a Consolidated Railroad Corporation (CONRAIL) made up of selected segments of freight lines of bankrupt railroads, subject to Congressional approval.

Commissioner Sagner voiced strong objections to the Federal Department of Transportation's February, 1974, initial recommendation that 300 miles of trackage in New Jersey be considered "potentially excess" by the United States Railway Administration (USRA), the planning agency established to formulate CONRAIL.

The Department proposed a Rail Preservation Bond Issue to establish a \$100 million contingency fund which would have been used to preserve essential rail service for those lines that might be abandoned. However, voters rejected the proposal on the November ballot.

## AVIATION PLANNING FUNDED

The objective of bringing aviation into an intermodal transportation system for the State was given impetus when the Federal Aviation Administration awarded a \$271,000 grant for the development of a State Airport System Plan (SASP).

Out of the SASP, being developed by the Division of Aeronautics and the Bureau of Aviation Planning, will come a proposed program to meet New Jersey's needs for air transportation through 1995. The first phase, an inventory of current airport and aviation assets, was completed with the Department contributing \$135,000 in services toward the total \$406,000 cost of the study.

Among its other responsibilities, the Division administered \$6 million of Airport Development Aid Program funds from the Federal Aviation Administration to assist three publicly owned airports, Newark, Morristown, and Teterboro, in the construction of runways, taxiways, runway extensions, runway lighting systems, aircraft parking aprons, and airport master development planning studies.

## HIGHWAY PROGRAM SLOWED

The Department's highway program began the year with the construction pipeline essentially empty and many projects delayed by requirements for processing environmental studies. The depletion of the highway funds from the 1968 Transportation Bond Issue left the State with no straight highway dollars for construction. Another bond issue was proposed, principally to improve the safety and capacity of existing roads, but this referendum was rejected by the voters.

Meanwhile, efforts intensified to move ahead on Federal-aid highway projects. The amount of major construction awards during this period of recession and rising unemployment was extremely low. By pushing hard to get engineering, environmental studies, and right-of-way acquisition out of the way, however, the Department was optimistic it would be able to obligate \$200 million of Federal-aid projects, including construction, right-of-way, and engineering in fiscal 1976.

A \$16.2-million contract to construct a new U.S. Route 22 viaduct parallel to the present viaduct in the City of Newark proved to be the highest single award and the most significant highway construction project to be started in 1974. To help finance the project, the Legislature appropriated \$10 million from the 1968 Transportation



Bond Issue. These were the last funds of the \$440 million authorized for highways.

#### PROJECTS COMPLETED

Many interstate and intrastate highway construction projects were completed and opened to traffic during the year. A number of the projects finished were of particular importance because they filled in missing links in the State highway system.

In the greater Trenton area, the first major section of Interstate Routes 95 and 295 partially surrounding the city, was opened to traffic. The 6.4-mile portion of the Trenton loop gave motorists a more direct route to New York via the U.S. Route 1 and 295 interchange and to Pennsylvania via the Route 95 Scudder Falls Bridge over the Delaware River.

Interstate Route 195, the 34-mile Trenton-to-the-Shore expressway, moved closer to completion with the opening of seven miles of the freeway. Completion of this section provided almost 20 miles of freeway driving across the rolling countryside and open farm lands south of Trenton east to its temporary terminus at Routes 527 in Jackson Township, Ocean County.

Route 195 is planned to connect Interstate Route 295 near Trenton with Route 34 at 38 in Monmouth County. At its western end it will provide an interchange with Interstate Route 295 and Trenton's Route 29 Freeway, and thus connect New Jersey seashore communities with the State Capital Complex on the Delaware River.

#### TRAVEL TIME REDUCED

Motorists using Interstate Route 287, the circumferential freeway around the Newark-New York metropolitan area, were able to shorten their travel time with the addition of key links of the freeway in Middlesex and Morris Counties. Route 287, in conjunction with Route 440 Freeway and Interstate Route 95, offered motorists more than 50 miles of uninterrupted freeway travel from Staten Island to Montville.

Local communities benefited from the opening of portions of Interstate Route 78 and Route 24 Freeway in Union, Essex, and Morris Counties. The openings gave motorists five miles of expressway driving from Springfield Avenue in Union Township through Springfield, to the

River Road interchange in Millburn and Summit.

The heavy traffic jams through Lambertville and New Hope, especially on weekends and holidays, could be a thing of the past with the opening of five-mile long U.S. Route 202 Freeway between Lambertville and Ringoes in Hunterdon County. Built on new alignment, the freeway bypasses Lambertville and New Hope and carries through traffic away from overcrowded Route 179 (formerly U.S. 202) which goes through the center of the two riverside communities. Route 202 Freeway links the new toll bridge with land-service old U.S. Route 202 in Ringoes.

In the northwestern part of the State, the Department made important progress in improving that region's highway network. The opening of 8.4 miles of Route 15 Freeway between Shawnee Lake in Jefferson Township, Morris County, and Blue Heron Lake in Sparta Township, Sussex County, provided motorists with a 20-mile stretch of improved roadway from Interstate Route 80 to land-service Route 15 in Sparta.

#### OTHER CONGESTION REDUCED

Central New Jersey motorists were given a more direct route between the greater New Brunswick area and Monmouth County shore communities and points farther south with the opening of almost 14 miles of Route 18 Freeway between U.S. Route 9 and Route 34.

The freeway, which has potential for express bus routes to and from New Brunswick, also was expected to alleviate traffic congestion on Routes 9, 79, and 34, as well as many county roads which carry most of the cross-State traffic in the area. Use of the freeway should reduce stop-and-go driving conditions and save fuel and help reduce air pollution.

In Bordentown Township, Burlington County, a direct connection was provided between Interstate Route 295 and U.S. Routes 130 and 206. Congestion on local roads diminished with the opening of a half-mile section of Route 295. A portion of Route 130 also was improved to increase its capacity to handle the added volume of traffic generated by the interchange with Route 295.

Route 295 is the first highway in the State to offer motorists and visitors to New Jersey the first fully-equipped rest area on the State highway system. The \$1.4 million facility, on northbound Route 295 in Upper Penns Neck Township, Salem County, is situated on a 40-acre landscaped site, and has an information booth, rest rooms, a large,



tree-shaded picnic grove, separate parking for cars and trucks, and sanitary and potable water facilities for recreational vehicles.

#### PROJECT CRITERIA SET

Efforts to obtain a greater degree of public involvement in Federal aid highway projects was mandated by the Department's new "Action Plan." The objectives of the "Action Plan" is to assure that adequate consideration is given to the environmental, economic, and social effects of projects, beginning with the earliest possible stage of planning and extending throughout development, including design.

New Jersey's new "Action Plan," following Federal Highway Administration guidelines, demonstrates the Department's ability to plan and develop highway projects according to four basic criteria: identification of social, economic, and environmental effects of highway projects; development of an interdisciplinary approach to the planning and design of highway projects; involvement of the public and other government agencies in the planning and development of each project; and evaluation of alternative choices for each project, including a "no build" alternative.

#### NEW UNITS CREATED

To ensure fullest compliance with the State's "Action Plan," the Commissioner authorized the creation of an Office of Community Involvement. The new unit is responsible for increasing the participation of communities, citizen groups, and the general public in planning and developing transportation projects and for updating the "Action Plan" as required.

The Office of Community Involvement held meetings in Jersey City and Bayonne to inform citizens on a Route 169 corridor study and to seek citizen input for the study, which will investigate ways to improve transportation in the area served primarily by existing Route 169 and local streets.

An Equal Opportunity Office also was created to ensure compliance with the Affirmative Action Plans of the State and the Department, which require the implementation of improved hiring practices and promotional opportunities for minority and female employees.

Goals to increase the number of these employees were prepared

by the Equal Opportunity Office, and the Department's efforts to comply with the plan resulted in the first uniformed female guard being added to the roster of Plant Security.

#### EMPHASIS SHIFTED

Faced with environmental delays on proposed freeways along major new corridors, the Department began to emphasize construction and maintenance projects that would improve safety and the operating efficiency of the existing highway system. Related to this effort was the inauguration of a maintenance productivity program prepared and initiated at the end of the calendar year with the objective of saving over \$5 million in calendar 1975.

As part of the new Administration's efforts to increase efficiency and productivity, some regional maintenance forces were relocated in new facilities in Wall Township, Freehold, and Woodbridge. Operating from these support centers, the crews proved to be more effective in meeting emergency needs and performing scheduled repairs and other "housekeeping" chores essential to keeping the roads open and in safe operating condition.

An example of the importance of such strategic planning for highway maintenance was the Maintenance Division's ability to respond quickly with men and equipment in helping numerous flood-damaged municipalities in Cape May County remove storm-tossed debris and sand from local roads after a severe rain storm in early December.

#### MOTORISTS ASKED TO HELP

During the winter pothole season, the Department sought to enlist the aid of motorists in eliminating dangerous potholes on State highways by publicizing telephone numbers to report pothole locations. The more than 325 calls received from cooperative citizens expedited repairs by enabling the Department to dispatch road crews to the trouble spots more rapidly than in previous years.

Another effort to improve serviceability and cut the operating costs of State highways is the policy of limiting bridge openings to reduce delays for motorists. Openings were limited on 11 of 38 moveable spans and may be extended to the others, with an eventual anticipated savings in operating costs of \$100,000 annually.

While the maintenance division was busily involved in keeping the State highways in good physical condition, it also was concentrating on the renewal of an important safety device that many motorists take for granted--yellow and white pavement markings. To help motorists share roadways safely, maintenance crews painted 10 million feet of traffic lines in one month alone, using five large mobile stripers full time plus scheduled overtime. More than 44.5 million feet of traffic lines were painted on State highways during calendar year 1974 by maintenance forces.

#### SAFETY A CHIEF CONCERN

Concern for improving highway safety has always ranked high on the Department's schedule of priorities, and this policy was reaffirmed with a special emphasis in 1974 that had nationwide implications.

New Jersey's life-saving design of a breakaway sign support was made available, free of charge, to all other States by the Commissioner, who stated that cooperation in sharing such safety inventions should transcend State boundaries.

All rights, title, and interest in this proven safety device, developed by the Division of Design, were assigned to the public, and the appropriate dedication filed with the U.S. Patent Bureau. The Commissioner expressed the hope that making the patented breakaway sign available without royalties would encourage its greater usage.

#### OTHER DEVICES SAVE LIVES

He noted that another highway safety device, the concrete center barrier as designed by the Department, has saved thousands of lives throughout the nation in the last 25 years since its development by Department engineers in 1949. Design of the barrier, which has evolved over the years to its current 32-inch height and concave shape, has been adopted by 19 other States, with an additional 25 States using a modified New Jersey design or one similar to it.

Engineers of the Division of Research and Development, seeking ways to make night driving safer, installed an experimental headlight glare screen on top of 1,000 feet of the concrete center barrier on U.S. Route 22 in Scotch Plains. Preliminary night observations indicated it did reduce glare.



Traffic engineers inspected 65 railroad grade crossings on State and local roads to determine what safety devices were being utilized for the protection of motorists. Where corrective measures were indicated on State highways, such as the installation of warning signs, these were installed, and recommendations for similar improvements on county and municipal roads were submitted to the appropriate officials for action.

## II. TRENDS

Transportation trends in New Jersey during 1974 showed a slight decrease in all modes of travel. This downturn was a result of the decrease in business activity and employment, and does not signify that the public is using one form of transportation in preference to others.

Population, motor vehicle registrations, and number of licensed drivers increased, but at a slower rate than in the last three years. The general decrease in all modes of transportation, though slight, is more significant in view of the increasing population figures.

POPULATION - Up slightly during the year by 17,350 to 7,413,680, compared to an increase of 66,000 in 1973, and an increase of 80,000 in 1972. The population is still growing, but at a slower rate.

MOTOR VEHICLE REGISTRATIONS - Rose by 118,669 to 4,426,271, a slightly smaller increase than the 173,602 increase in 1973.

LICENSED DRIVERS - The number of motor vehicle operators'



licenses in force during the year increased 78,190 to 4,550,740, compared to a 212,938 increase last year.

Motor vehicle registrations and the number of licensed drivers increased at a slower rate, commensurate with slower population growth.

**GASOLINE CONSUMPTION** - Gasoline consumption decreased approximately 70 million gallons, to 3.43 billion gallons. This is approximately a 2.8 percent decrease from the 3.5 billion gallons consumed last year. This is the first year New Jersey motorists decreased their use of motor fuel.

**VEHICLE TRAVEL** - On all roads in the State, there was a slight decrease in the number of miles travelled. In 1974 more than 47.2 billion miles were travelled, approximately 1 billion less than 48 billion in 1973.

In view of the fact that more drivers used less gasoline and drove fewer miles, a trend towards more prudent use of the auto would seem to be indicated.

**TRAFFIC VOLUME** - There was an average decrease of 3 percent for all New Jersey roads, but an actual increase of 3.1 percent on Interstate highways. This compares with an increase in 1973 of 4 percent for all New Jersey roads, and an increase of 14 percent in Interstate roads.

**RAILROAD RIDERS** - Overall railroad ridership decreased the second year in a row.

**BUS RIDERS** - Bus ridership throughout the State decreased slightly.

**AVIATION ACTIVITY** - Passenger traffic and air cargo tonnage decreased, while the number of aircraft registered in the State increased slightly.

## HIGHWAYS

The lack of funds as a result of voter's rejection of two proposed highway bond issues in 1972, and again in 1974, placed a virtual lid on any major new highway construction. However, projects for which funds were available did move ahead, including the \$16 million US Route 22 viaduct in Newark and several major safety improvements.

Several vital sections of the Interstate highway network remained in the engineering stage, dependent on resolution of difficulties caused by stringent environmental requirements.

## RAILROADS

The economic downturn produced a decrease in ridership for the five companies that operate passenger railroad service in New Jersey. There were almost 151,000 daily passenger trips on the Penn Central Railroad, Erie Lackawanna Railway, Pennsylvania-Reading Seashore Lines, Central Railroad of New Jersey, and the Reading Railroad. This compared with a total of 165,000 in 1973, a decrease of approximately 8 percent. The decrease is consistent with other indicators, reflecting the economic situation and its accompanying unemployment.

## BUSES

In 1974, bus companies maintained routes added during 1973 without increases in fares, despite increases in operating costs due to the upward spiral of the prices of fuel, labor, and maintenance. More than 174 million passenger trips were recorded by the 28 companies receiving financial assistance from the State. Two subsidized companies extended routes to provide additional service:

ASSOCIATED BUS COMPANY - extended the Paterson, Haledon, Wayne Line to include service to William Paterson College and Wayne General Hospital.

TRANSPORT OF NEW JERSEY BERGEN COUNTY ROUTES - Two routes were extended to serve Paramus Park Mall and the Ridgewood Bus Station.

## AERONAUTICS

Newark Airport passenger service decreased from 6.8 to 6.4 million. Passenger traffic on the three primary commuter airlines in the State, Mommouth, Atlantic City, and Ransome Airlines decreased 20 percent. The airlines carried 135,013 passengers in 1974 compared with 172,624 in 1973.

Airport operations, including take-off and landings, and number of aircraft based in the State increased, but overall air cargo tonnage and passenger traffic decreased.

The number of aircraft registered in the State increased from 3,212 in 1973 to 3,360 in 1974.



### III. FINANCE

In 1974, the Department of Transportation again, as in 1973, had insufficient funds to meet the growing transportation needs of New Jersey. The problems mounted because the Department's financial resources were \$11 million less than in the previous fiscal year, and spiraling inflation drastically reduced the purchasing power of the funds available.

Faced with such fiscal constraints, a \$200 million Highway Bond Issue was proposed to advance projects that would improve safety and relieve congestion on roads and bridges throughout the State.

Also, a \$100 million Rail Preservation Bond Issue was proposed to assure continued service on lines which may not be included under the Railroad Reorganization Act.

The defeat of the bond proposals in the November election presented the Department with serious problems in trying to meet the State's transportation needs. As a result, it became necessary for the Transportation Planning Board to reevaluate all projects with many being postponed indefinitely.

**WHERE  
THE  
MONEY  
CAME  
FROM...**

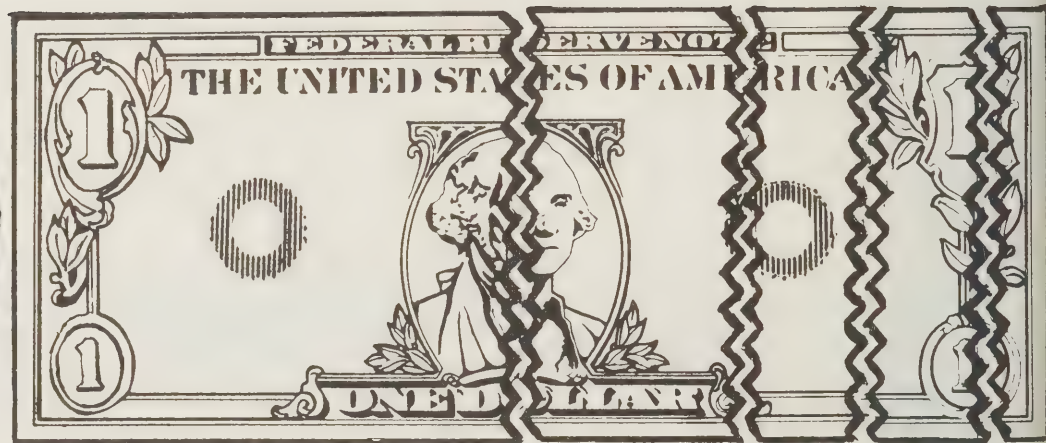


**STATE  
APPROPRIATION**  
\$ 220.5 Million

**FEDERAL  
AID**  
\$ 131 Million

**1968 BOND  
FUNDS**  
\$ 68 Million

**...WHERE  
THE  
MONEY  
WENT**



**CAPITAL  
IMPROVEMENTS**  
\$ 281.4 Million

**GENERAL  
STATE  
OPERATIONS**  
\$ 104.9 Million

**DEBT  
SERVICE**  
\$ 34.4 Million

**STATE  
AID**  
\$ 33.1 Million

**PLANNING &  
RESEARCH**  
\$ 4.3 Million

## WHERE THE MONEY CAME FROM

The Department had \$419.5 million in funds to carry out its responsibilities in fiscal 1974, compared to \$430.4 million in 1973. The sources of these funds were State appropriations, Federal aid, and funds made available by the 1968 Bond Issue.

STATE APPROPRIATIONS - Out of the State Treasury's General Fund, which consists of all State revenues not otherwise restricted by statute, a total of \$220.5 million was appropriated to the Department, compared to \$182.7 million in 1973. This figure includes an initial appropriation of \$213.7 million which was supplemented by emergency appropriations in order to fulfill the requirements of the railroad and bus passenger service subsidy programs and bond interest.

FEDERAL AID - The Federal Highway Trust Fund, which is made up of Federal excise tax receipts on motor vehicles and accessories and motor fuel, among other items, provided New Jersey with \$131 million in fiscal 1974, a decrease of \$3.8 million from 1973. These funds are released yearly to the States in accordance with policies set by Congress and the President.

BONDS - The 1968 Transportation Bond Issue made \$68 million available in fiscal 1974 with funding for public transportation amounting to \$15.6 million and \$52.4 million designated for highway capital improvements. This compares with \$90.4 million for highways and \$22.5 million for public transportation in 1973.

## WHERE THE MONEY WENT

The cost of providing transportation services to the citizens of New Jersey amounted to \$458.1 million in fiscal 1974. This figure, which includes funds carried over from previous years, represents a \$47 million increase over 1973. The expenditures were for five purposes:

CAPITAL IMPROVEMENTS - About 61 percent of the money, \$281.4 million, was used for State highway construction and rail improvements. Of this amount, \$254.4 million went for highways while \$27 million went for rail projects, a 20 percent increase over last year. This compares with \$253.7 million for highways and \$22.5 million for rail and bus in 1973.

Air pollution control and environmental regulations, in



conjunction with the energy crisis, resulted in a new emphasis on public transportation. Capital improvements which were made in this area include rail rolling stock, railroad station improvements, park and ride facilities, and upgrading or elimination of railroad-highway crossings. The Department was able to provide these essential services despite the many problems caused by dealing with five bankrupt railroads.

GENERAL STATE OPERATIONS - This classification encompasses maintenance, operations, and administration. \$104.9 million was designated for these purposes in fiscal 1974, compared to \$71.1 million in 1973. The funds were distributed as follows: highways, \$47.1 million; rail and bus operations, \$52.2 million; and \$5.6 million for administration.

Spending for railroad and bus subsidies more than doubled since 1973. The increased costs of keeping the buses and trains operating in New Jersey account for more than half of the increase in Department spending in fiscal 1974.

DEBT SERVICE - \$34.4 million was spent for bond interest and bond redemption for the 1930 and 1968 Bond Issues. This compares with \$28.5 million for fiscal 1973.

PLANNING AND RESEARCH - Expenditures for Planning and Research were \$4.3 million in fiscal 1974 compared with \$4.2 million in 1973.

STATE AID - In fiscal 1974, State aid for the construction, improvement, and maintenance of county and municipal roads and streets amounted to \$33.1 million compared to \$31.9 million in 1973.

## **IV. APPENDIX**





OPERATING BUDGET AND STAFF

A-1

## BUDGET (MILLIONS)

	<u>Fiscal Year 1975</u>	<u>Fiscal Year 1974</u>
General Administration	\$ 5.6	\$ 5.9
Traffic Engineering	7.5	6.5
Maintenance & Equipment	37.4	32.5
Interest on Bonds	25.1	22.7
Public Transportation	<u>47.8</u>	<u>34.6</u>
TOTAL	<u>\$123.4</u>	<u>\$102.2</u>

POSITIONS

	<u>Budgeted Fiscal 1975</u>	<u>Budgeted Fiscal 1974</u>
Commissioner's Office	30	18
Legal Services	26	26
Aeronautics	18	15
Transportation Planning & Research	241	257
Commuter Services	73	30
Design	574	588
Construction & Maintenance	2,809	2,806
Transportation Operations & Local Aid	653	645
Right of Way	319	389
Employee & Management Services	400	355
Fiscal Management	135	131
Information Services	<u>21</u>	<u>21</u>
TOTAL	<u>5,299</u>	<u>5,281</u>

As of June 30, 1975, the Department had  
a total of 5,439 employees on its payroll  
in budgeted and temporary positions.

PUBLIC TRANSPORTATION CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>LOCATION</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>COST</u>
MetroPark	Middlesex	<u>Penn Central</u> Grading and paving to expand parking facility and restriping existing lot to increase parking capacity from 818 to 1,334 spaces; improve lighting and drainage; and landscaping in the Township of Woodbridge..	\$ 469,495
Bay Head	Ocean	<u>New York &amp; Long Branch Railroad</u> Construct drainage and oil/water separator system at Bay Head Terminal Railroad Yard in the Boro of Bay Head.	356,382
Maplewood	Essex	<u>Erie Lackawanna Railway</u> Grading and paving to expand parking facility and resurfacing of existing lot to increase parking capacity from 85 to 135 spaces; other improvements include curbing, new sidewalks and landscaping in the Township of Maplewood.	53,800
TOTAL			\$ 879,677

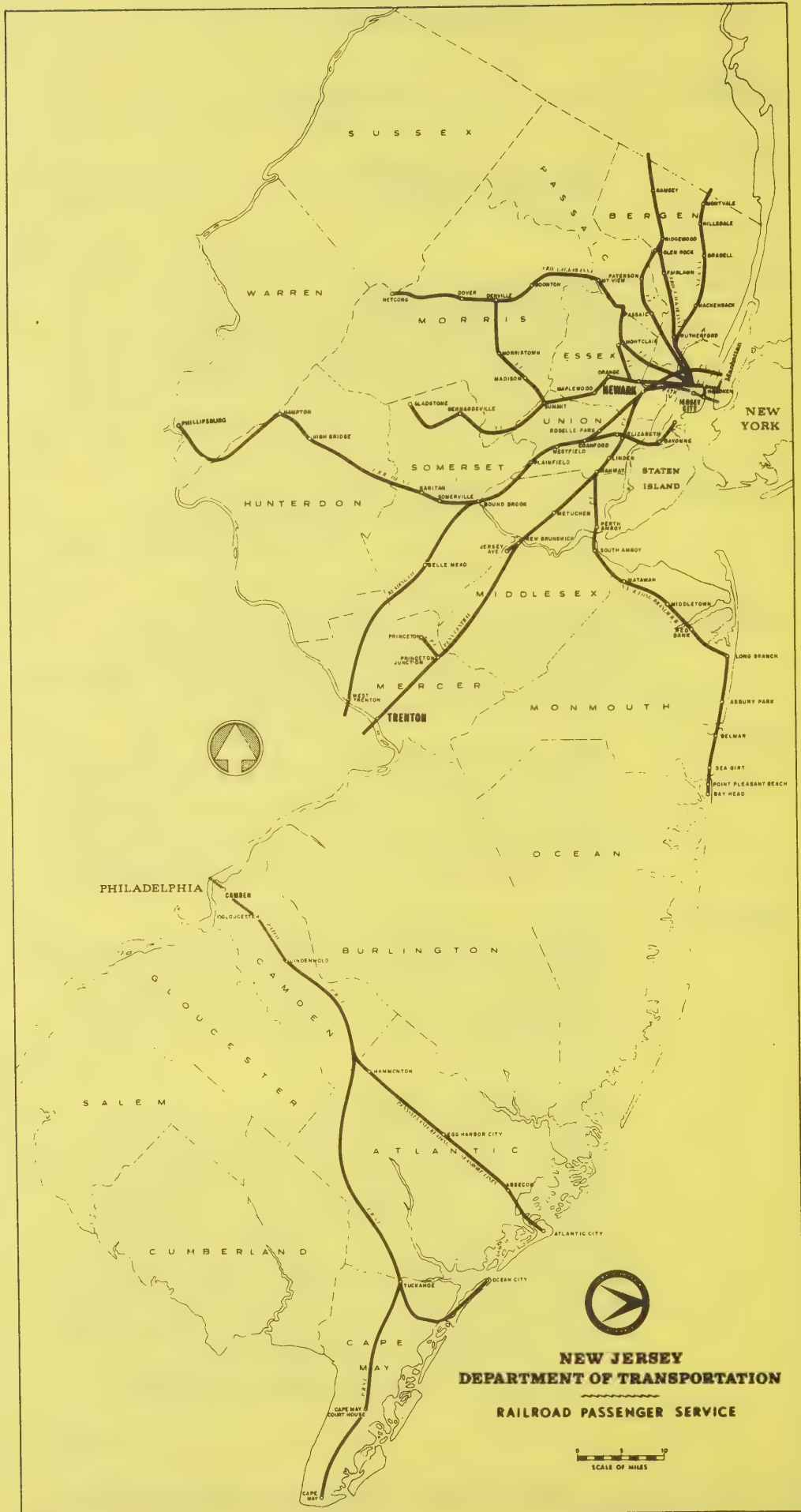
PUBLIC TRANSPORTATION PROJECTS COMPLETED  
CALENDAR YEAR 1974

A-3

<u>LOCATION</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>PROJECT COST*</u>
Trenton	Mercer	<u>Penn Central Railroad</u> Replacement of two escalators in the Trenton Station.	\$ 151,500
Princeton Junction	Mercer	<u>Penn Central Railroad</u> Grading and paving for new parking lot, (364 additional spaces, total spaces available 1,160), and 1,200-foot access road; lighting; and construction of new stairs and pedestrian ramps in the Township of West Windsor.	437,086
Raritan	Somerset	<u>Central Railroad of New Jersey</u> Construction of drainage and oil/water separator system at the Raritan Yard in the Boro of Raritan.	384,594
Bay Head	Ocean	<u>New York &amp; Long Branch Railroad</u> Construction of drainage and oil/water separator system at Bay Head Terminal Railroad Yard in the Boro of Bay Head.	365,252
Maplewood	Essex	<u>Erie Lackawanna Railway</u> Grading and paving to expand parking facility and resurfacing of existing lot to increase parking capacity from 85 spaces to 135; other improvements include curbing, new sidewalks and landscaping in the Township of Maplewood.	52,326
Middletown	Monmouth	<u>New York &amp; Long Branch Railroad</u> Grading and paving to expand parking facility and resurfacing of existing lot to increase parking capacity from 600 to 1,214 spaces; and extend low level platforms in the Township of Middletown.	711,581
Various		<u>Erie Lackawanna Railway</u> Modernization of platforms, new platform lighting and other station improvements at 25 locations on EL's Morristown and Gladstone Branches. The stations include: Highland Avenue, Mountain, South Orange, Maplewood, Millburn, Short Hills, Summit, Chatham, Madison, Convent, Morristown, Lyons, Basking Ridge, Bernardsville, Far Hills, Gladstone, Gillette, Morris Plains, Denville, New Providence, Murray Hill, Berkeley Heights, Millington, Stirling and Mountain Lakes.	1,320,000
TOTAL			\$ 3,422,375

\*Amount includes construction, right-of-way, utility, and railroad force account costs where applicable.





DAILY PASSENGER VOLUMES  
ON STATE-ASSISTED RAILROADS  
1961-1974

Calendar

<u>Year</u>	<u>Eastbound</u>	<u>Westbound</u>	<u>Total</u>
1961	84,591	47,060	131,651
1962	83,597	85,499	169,096
1963	82,855	85,697	168,552
1964	79,350	80,399	159,749
1965	79,230	79,211	158,441
1966	73,849	74,901	148,750
1967	76,697	74,722	151,419
1968	78,955	78,144	157,099
1969	88,261	87,623	175,884
1970	87,068	84,609	171,677
1971	82,626	80,348	162,974
1972	84,515	76,922	161,437
1973	83,064	82,030	165,094
1974	75,931	74,670	150,601

RAIL ASSISTANCE CONTRACT PAYMENTS  
FISCAL YEARS 1961 TO 1975 (ADJUSTED)

<u>Fiscal Year</u>	<u>Total</u>	<u>Central R.R. Co. of N. J.</u>	<u>Erie Lackawanna</u>	<u>Penn-Reading Seashore Lines</u>	<u>Penn Central</u>	<u>NJ &amp; NY Railroad</u>	<u>Reading Company</u>	<u>N.Y. Susq. &amp; Western</u>	<u>Port Auth. Ferry Corp.</u>
1961	\$ 4,587,371	\$ 1,104,006	\$ 1,993,513	\$ --	\$ 1,401,852	\$ 75,904	\$ 12,096	\$ --	\$ --
1962	6,546,448	1,546,488	2,738,076	--	2,085,005	93,560	18,319	--	65,000
1963	6,014,123	1,404,324	2,408,728	200,980	1,816,727	101,102	17,262	--	65,000
1964	5,869,741	1,380,086	2,325,084	179,525	1,727,364	101,110	15,644	40,928	100,000
1965	7,271,633	2,842,055	2,175,240	214,933	1,748,620	85,285	42,000	73,500	90,000
1966	8,907,683	5,925,000	2,284,150	299,533	(1)	143,000	70,000	111,000	75,000
1967	9,892,147	5,071,710	4,231,525	219,979	(1)	241,933	52,000	(4)	75,000
1968	9,449,279	4,880,005	4,244,447	199,827	(1)	(2)	50,000	--	75,000
1969	9,682,178	4,445,020	4,944,342	199,826	(1)	(2)	17,990	--	75,000
1970	10,155,968	4,601,014	5,197,259	257,195	(1) 25,500	(2)	(3)	--	75,000
1971	10,239,182	4,314,274 (5)	4,848,319	350,000	(1) 651,589 (6)	(2)	(3)	--	75,000
1972	13,045,354	4,776,792	*7,452,577	350,000	(1) 390,985 (7)	(2)	(3)	--	75,000
1973	19,423,913	6,515,101	*9,106,000	676,212	3,051,600 (9)	(2)	(3)	--	75,000
1974	29,071,092	10,616,409 (8)	10,413,500 (10)	697,433	7,300,000 (9)	(2)	(3)	--	43,750
1975	<u>43,154,457</u>	<u>*14,219,416 (8)</u>	<u>17,935,563 (8)</u>	<u>800,478</u>	<u>10,199,000 (9)</u>	<u>(2)</u>	<u>(3)</u>	<u>--</u>	<u>--</u>
TOTALS	\$193,410,569	\$73,641,700	\$82,398,323	\$4,645,921	\$30,398,242	\$841,894	\$295,311	\$225,428	\$963,750

(1) Capital Improvement Program in Lieu of Operating Subsidy

(2) Included with EL

(3) No Subsidy required this year

(4) Service terminated

(5) \$2,000,000 payment for freight services not included

(6) \$593,580 paid under 9/1/70 agreement; \$58,000 for train 3818

(7) \$294,985 paid under 9/1/70 agreement; \$96,000 for train 3818

(8) Subject to adjustments in accordance with agreement

(9) Payment under interim agreement subject to adjustment in final agreement

(10) \$1,201,500 paid to bring Erie Lackawanna payments on a current basis

\*Includes Supplemental Payments

March 1975



FINANCIAL ASSISTANCE FOR  
BUS OPERATIONS

<u>Bus Companies</u>	<u>Fiscal 1975*</u>	<u>Contract Amounts</u>	
		<u>Fiscal 1974</u>	<u>Fiscal 1973</u>
Asbury Park-N. Y. Transit Corp.	\$ 486,150	\$ 150,000	\$ 90,000
Associated Bus Company	213,770	125,000	79,000
Atlantic City Transportation Co.	720,437	572,000	357,500
Baram Transportation Co. & Rex Bus Co.	108,058	----	----
Albert F. Bauer, Inc.	----	32,354	----
Blue and White Bus Co.	48,793	----	----
Boro Busses Co.	334,595	266,640	176,000
Boulevard Buses	88,063	----	----
Coast Cities Coaches	288,270	224,078	180,000
Community Bus Lines, Inc.	443,397	190,000	154,000
DeCamp Bus Lines	421,250	----	----
Drogin Bus Co.	125,208	----	----
Garden State Coachways	74,645	85,885	27,600
Garfield and Passaic Bus Co.	----	50,000	37,000
Garfield-Passaic Transit Corp.	182,506	135,100	88,781
Graope Transportation Co.	27,039	----	----
The Hudson Bus Transportation Co.	293,000	78,620	----
Jersey Bus, Inc.	270,612	140,000	120,000
Lincoln Transit	205,713	----	----
Maplewood Equipment Co.	64,000	----	----
Marathon Bus Lines, Inc. & Amboy Coach Co.	325,748	182,000	107,660
Mercer (Metro) County Impvt. Authority	1,452,711	150,000	100,000
N. Y. Keansburg-Long Branch Bus Co.	325,029	99,364	----
Passaic Athenia Bus Co.	149,650	108,346	75,000
Plainfield Transit Co.	90,696	58,891	36,568
Rockland Coaches, Inc.	----	40,000	6,000
Somerset Bus Co.	909,529	300,000	46,115
Trackless Transit, Inc. & Mountain Coaches	520,008	221,718	139,750
Transport of New Jersey			
Bergen County Routes	487,015	361,000	194,000
Newark City Subway	246,819	239,220	176,000
PATCO Feeder Bus System	4,735,449	3,000,000	2,000,000
ECOM	31,503	----	----
Middlesex County Routes	134,574	----	----
General Operating	12,941,000	----	----
Watchung Mountain Transit Co.	80,337	68,021	67,250
TOTALS	\$26,825,574*	\$6,878,237	\$4,258,224

\*Subject to audit - Includes County Participation

TOTAL ANNUAL BUS SUBSIDIES

<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>
\$524,010	\$1,033,020	\$2,786,949	\$4,258,224	\$6,878,237	\$26,825,574

AVIATION FACTS

Calendar 1974

Aircraft Registered in New Jersey.....	3,500
Residents with Federal Pilot Certificates.....	20,000
Airports Licensed by State.....	148
Private Use Airports.....	70
Public Use Airports.....	78
Publicly owned	13
Privately owned	52
Privately owned, restricted use	13
Heliports and Helistops.....	285
Public use	10
Private use	275
Aircraft Dealers Registered in New Jersey.....	46
Licensed Fixed Base Operators.....	157

Types of Operation

Air Instruction Schools.....	63
Aircraft Maintenance and Repair Shops.....	69
Flying Clubs.....	38
Dusting, Spraying and Seeding.....	13
Banner Towing & Electrical Sign (Aerial Advertising).....	14
Air Taxi.....	9
Sport Parachuting Centers.....	2
Air Charter/Commuter.....	1
Federal Aid to Airports (3) in Calendar 1974.....	\$5.9 million
Planning Grant Funds for Master Plans and System Plan Studies..	<u>.1 million</u>

\$6.0 million

# LICENSED PUBLIC USE AIRPORT FACILITIES MAP

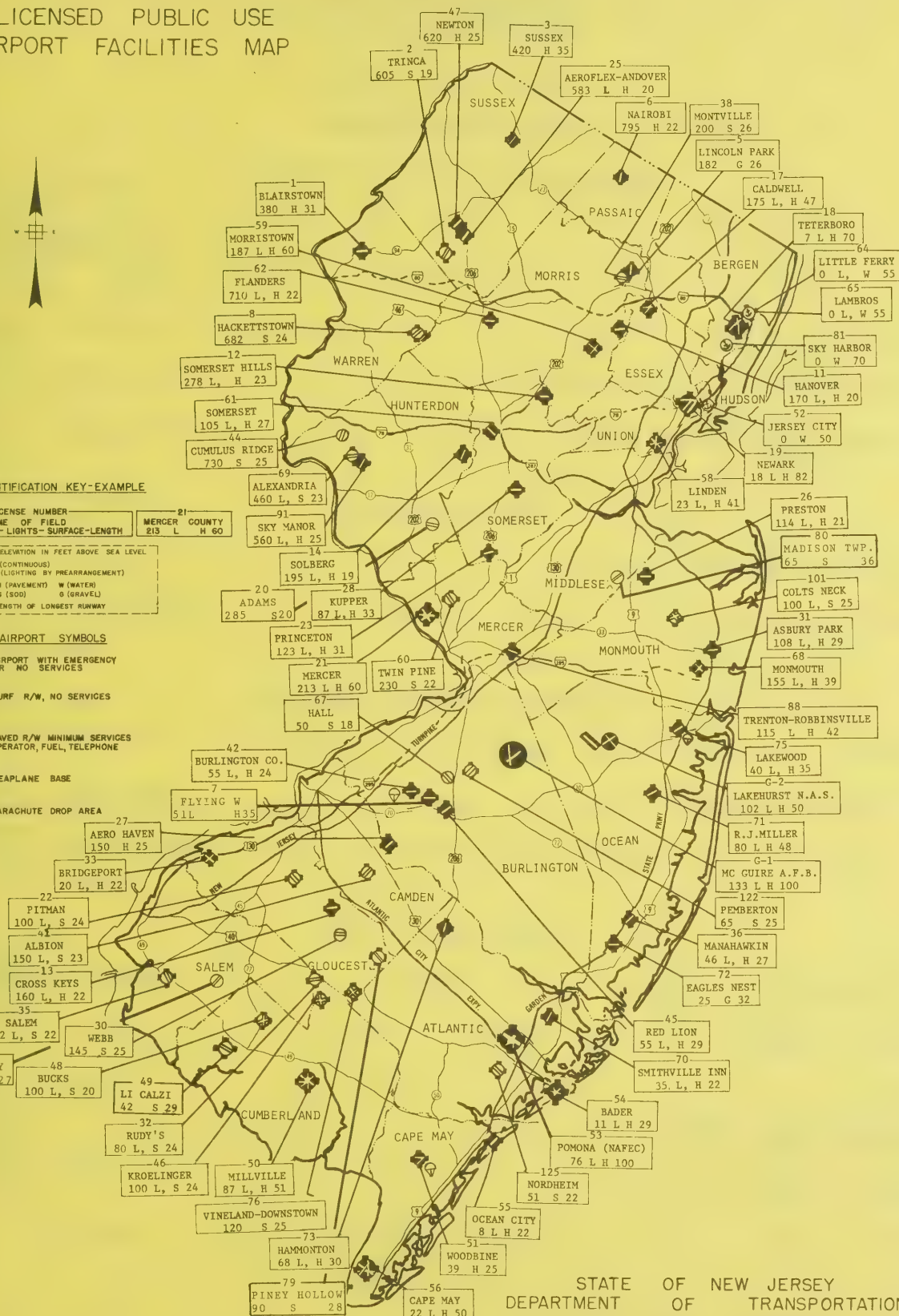


## AIR IDENTIFICATION KEY-EXAMPLE

LICENSE NUMBER	NAME OF FIELD	ALTITUDE - LIGHTS - SURFACE - LENGTH
21	MERCER COUNTY	213 L H 60
ALTITUDE - ELEVATION IN FEET ABOVE SEA LEVEL LIGHTS - L (CONTINUOUS) L (LIGHTING BY PREARRANGEMENT) SURFACE - H (PAVEMENT) W (WATER) S (SOIL) G (GRAVEL) LENGTH - LENGTH OF LONGEST RUNWAY		

## AIRPORT SYMBOLS

- AIRPORT WITH EMERGENCY OR NO SERVICES
- TURF R/W, NO SERVICES
- PAVED R/W MINIMUM SERVICES OPERATOR, FUEL, TELEPHONE
- SEAPLANE BASE
- PARACHUTE DROP AREA



STATE OF NEW JERSEY  
DEPARTMENT OF TRANSPORTATION  
ALAN SAGNER — COMMISSIONER

FRANCIS R. GERARD  
DIRECTOR OF AERONAUTICS  
PREPARED BY BUREAU OF AVIATION PLANNING

REV. 8/75

RUNWAY LENGTHS ARE GIVEN TO THE NEAREST  
HUNDRED FEET USING 70' AS THE DIVISION POINT  
71 LISTED AIRPORTS



STATE AID FOR HIGHWAYS

Appropriated by Legislated Formula

	<u>Calendar Years</u>	
<u>To Counties</u>	<u>1974</u>	<u>1973</u>
On \$55,000 per County Basis.....	\$ 1,155,000	\$ 1,155,000
On Road Mileage & Population Basis.....	2,000,000	2,000,000
On Areas, Road Mileage & Population Basis.....	6,000,000	6,000,000
 <u>To Municipalities</u>		
On \$100,000 per County Basis.....	2,100,000	2,100,000
On Road Mileage & Population Basis--Modified.....	4,500,000	4,500,000
 <u>To Counties and Municipalities</u>		
To Restore Roads Affected by Construction Equipment....	200,000	200,000
State-Aid Road System.....	<u>8,000,000</u>	<u>8,500,000</u>
Total Aid to Counties & Municipalities.....	\$23,955,000	\$24,455,000

Reimbursed Lighting

<u>Counties</u>		<u>Units</u>		<u>Annual Agreement Costs</u>	
<u>1974</u>	<u>1973</u>	<u>1974</u>	<u>1973</u>	<u>1974</u>	<u>1973</u>
21	21	1,613	1,614	\$ 60,898	\$ 57,203
 <u>Municipalities</u>					
<u>1974</u>	<u>1973</u>				
316	317	11,027	11,059	\$478,733	\$462,799

# MAINTENANCE INVENTORY OF HIGHWAY COMPONENTS

CALENDAR YEAR 1974

## Road Mileages:

Center Lines . . . . .	2,263 Miles
Concrete Lanes . . . . .	2,974 Miles
Bituminous Concrete Lanes . . . . .	6,149 Miles
Ramps . . . . .	810 Miles
Joints . . . . .	5,770 Miles
Shoulders . . . . .	4,681 Miles
Ditches . . . . .	395 Miles
Curbs . . . . .	3,436 Miles
Barrier Curbs . . . . .	253 Miles
Inlets . . . . .	64,332 Units
Cable Guide Rail . . . . .	1,187,593 Lin. Ft.
Steel-Beam Guide Rail . . . . .	3,678,340 Lin. Ft.
Chain-Link Fence . . . . .	1,452,436 Lin. Ft.

## Institutional Roads:

Center Line . . . . .	420 Miles
Shoulders . . . . .	140,976 Sq. Yds.
Inlets . . . . .	930 Units
Guide Rail . . . . .	24,378 Lin. Ft.
Bridges . . . . .	

## Bridges:

Fixed Structures . . . . .	2,866
Draw Bridges . . . . .	37
Canal and Feeder . . . . .	50
Sign Bridges . . . . .	285

## Landscape:

Grass Areas . . . . .	14,729 Acres
Shrub Beds . . . . .	6,663,712 Sq. Ft.
Trees . . . . .	181,580 Units
Living Snow Fence . . . . .	31 Miles

## Highway Signs:

Signs . . . . .	92,000 Units (est.)
Delineators and Reflectors . . . . .	52,486 Units
Mile Markers . . . . .	3,165 Units
Posts . . . . .	120,000 Units (est.)

INTERSTATE HIGHWAY CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
80/95	Bergen	Planting, from Palisade Avenue to Teaneck Road and from Hobart Avenue to Broad Avenue, in the Boros of Bogota and Leonia, Townships of Ridgefield Park and Teaneck and City of Englewood.	3.251	\$ 38,718
80	Warren	Planting, from Decatur Street to East of Delaware Road, Township of Knowlton.	4.557	219,989
80	Morris	Resurfacing including Bridge Deck Reconstruction of 24 bridges, from the Vicinity of U.S. Route 206 to Mount Hope-Dover Road, in the Townships of Roxbury, Jefferson and Rockaway and the Boroughs of Mount Arlington and Wharton.	7.819	3,145,443
80	Morris	Grading and Paving, Relocation of Lozier Road, in the Township of Mount Olive.	0.437	118,853
95	Mercer	Signing and Highway Lighting, from Route 29 Interchange to West of Federal City Road, in the Townships of Ewing and Hopewell.	5.492	1,417,841
280	Morris Essex	Fencing, Contract No. 101, from Interstate Route 80 to Fifth Street, in the Borough of Roseland, Cities of West Orange, East Orange and Newark, Townships of Parsippany-Troy Hills, East Hanover and Livingston.	13.111	379,647
287	Middlesex	Planting, from Whitman Avenue to U.S. Route 1 in the Boro of Metuchen.	0.672	9,680
287	Morris	Grading, Paving and Structures, from North of Glen Alpin Road to North of Route 10 plus Safety Rest Area including Service Building, Sewage Treatment Plant and Parking and Picnic Area (located along northbound roadway), in the Townships of Harding, Morris and Hanover and Town of Morristown.	4.803	7,298,052
287	Morris	Landscaping, from the Passaic River to Paula Court, in the Townships of Harding and Morris and the Town of Morristown.	5.291	227,900

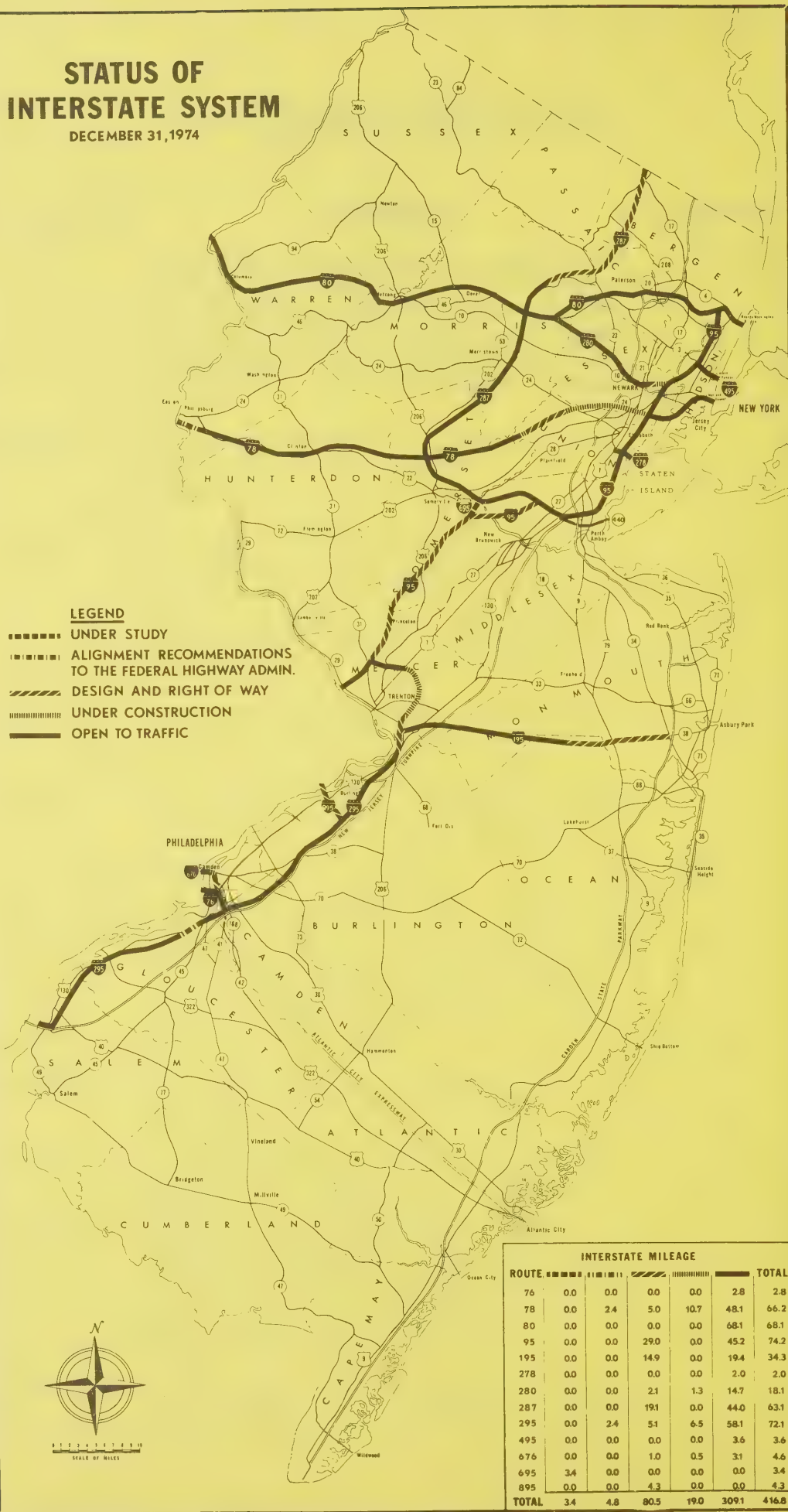


INTERSTATE HIGHWAY CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
287	Morris	Safety Improvement Contract No. 102, Installation of guardrail, signs and sign structures, from U.S. Route 46 to U.S. Route 202, in the Town of Boonton, Townships of Parsippany-Troy Hills and Montville.	4.783	\$ <u>724,105</u>
			TOTAL	\$ 13,580,228

# STATUS OF INTERSTATE SYSTEM

DECEMBER 31, 1974



INTERSTATE HIGHWAY PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
78	Union	Grading, Paving and Structures, from East of Baltusrol Road to Springfield Avenue, in the Townships of Springfield, Union and Millburn.	2.841	\$ 10,071,950
78/1&9	Essex Union	Grading, Paving and Structures, for Relocation of U.S. Route 1&9 Local Northbound Roadway, from McClellan Avenue to Vicinity of Haynes Avenue; Removal and Replacement of Haynes Avenue Bridge Deck; and Grading, from North of Haynes Avenue to end of project at U.S. Route 22 for future Route 78 Connections and related Ramps, in the Cities of Newark and Elizabeth.	1.59	9,057,031.
78	Essex	Construction of Eastbound Bridge over Elizabeth Avenue, in the City of Newark.	0.095	948,610
78	Essex Union	Demolition of 26 Buildings, from the Garden State Parkway to Elizabeth Avenue, in the Township of Hillside, Town of Irvington and City of Newark.	2.931	91,113
78	Essex	Demolition of 10 Buildings between Chestnut Avenue and U.S. Route 22, in the Township of Hillside, Town of Irvington and City of Newark.	---	39,922
80/95	Bergen	Planting, from Palisade Avenue to Teaneck Road and from Hobart Avenue to Broad Avenue, in the Boros of Bogota and Leonia, Townships of Ridgely Park and Teaneck and City of Englewood.	3.251	36,666
95	Bergen	Grading, Paving, Structures, Sand Drains, Drainage and Landscaping at Route 95 and U.S. Route 46 Interchange, in the Boro of Ridgely Park and Township of Ridgely Park.	0.613	6,503,256
95	Mercer	Grading, Paving and Structures, from West of Scotch Road to Federal City Road, in the Townships of Ewing, Lawrence and Hopewell.	3.392	9,953,617
195	Mercer	Grading, Paving and Structures, from South Broad Street to the Vicinity of U.S. Route 130, in the Township of Hamilton.	2.853	8,978,089



INTERSTATE HIGHWAY PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
195	Mercer Monmouth	Grading, Paving and Structures, from the Vicinity of U.S. Route 130 to Old York Road, in the Townships of Hamilton, Washington and Upper Freehold.	3.816	\$ 12,017,547
280	Essex	Reconstruction of Deck and Approaches of Stickle Bridge over the Hackensack River, including installation of 32-inch high Concrete Center Barrier, from Route 21 to Hamilton Street, in the City of Newark, Town of Harrison and Boro of East Newark.	0.245	797,410
287	Middlesex	Planting, from Whitman Avenue to U.S. Route 1, in the Boro of Metuchen.	0.672	9,554
287	Morris	Landscaping, from the Passaic River to Paula Court, in the Townships of Harding and Morris and the Town of Morristown.	5.291	227,900
287	Morris	Grading, Paving and Structures, from the Vicinity of Franklin Street to the Vicinity of Eden Lane, in the Townships of Morris and Hanover and the Town of Morristown.	2.426	10,530,752
295	Burlington	Grading, Paving and Structures, from Dunns Mill Road to West Burlington Street, in the Township of Bordentown and the City of Bordentown.	1.164	7,942,848.
295	Mercer	Grading, Paving and Structures, from Federal City Road to West of U.S. Route 1, in the Townships of Hopewell and Lawrence.	3.049	10,712,577
295	Salem	Construction and Landscaping of Safety Rest Area, including: Reception and Service Building containing an Information Desk and Rest Rooms; Parking and Picnic Areas; Sanitary Disposal and Potable Water Facilities for Recreational Vehicles, in the Township of Upper Penns Neck.	0.455	<u>1,401,325</u>
			TOTAL	\$ 89,320,167

## INTRASTATE FREEWAYS

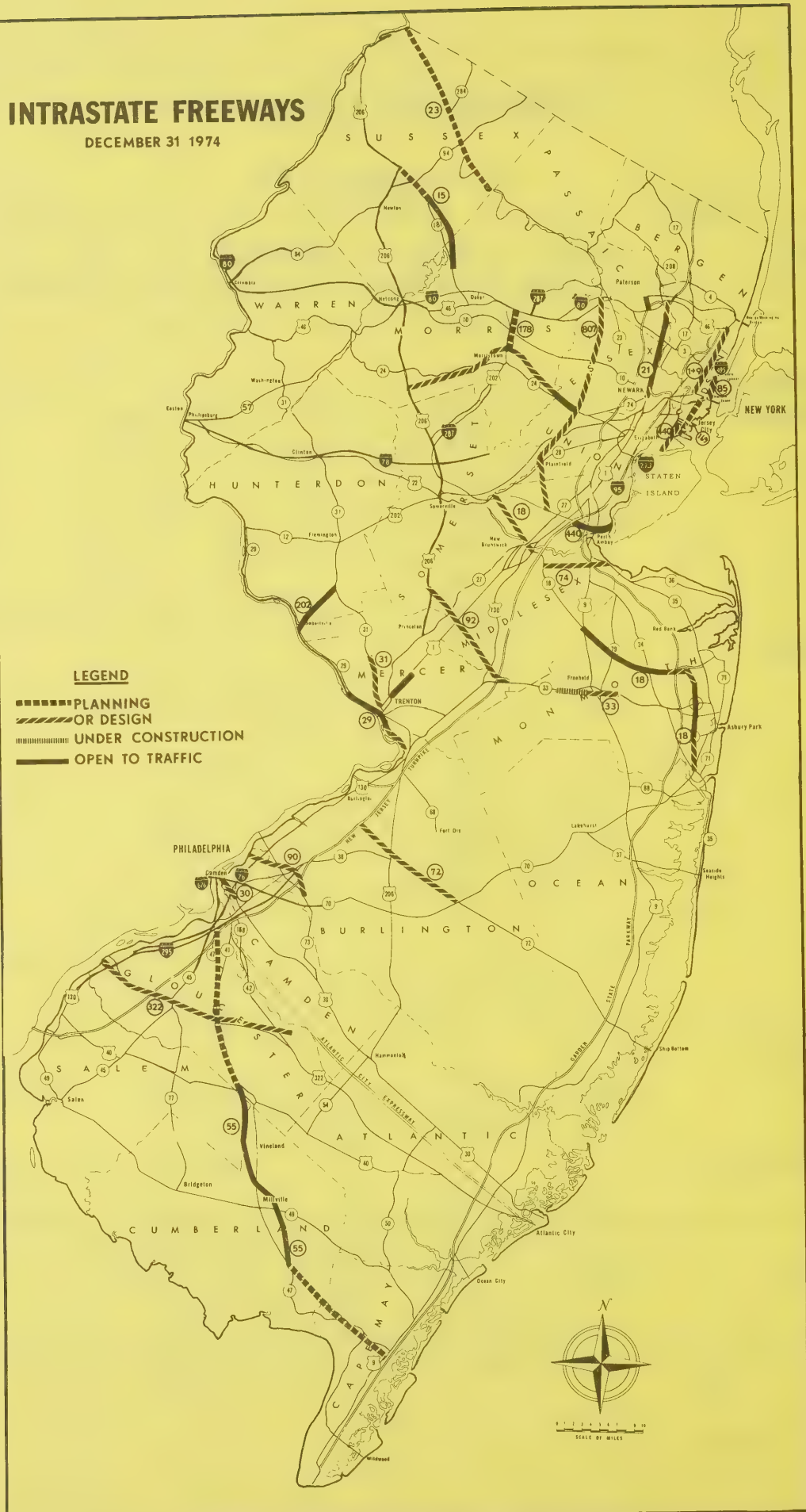
As of December 31, 1974

ROUTE	Planning	Design	Under Const.	Open	Total
1 & 9		8.0			8.0
15	5.0			8.4	13.4
18 Middlesex		8.1	0.2		8.3
18 Monmouth		4.0		26.8	30.8
20				2.0	2.0
21		4.1		9.5	13.6
23	22.0				22.0
24		43.7	1.6	3.0	48.3
29		4.4		4.9	9.3
30		0.5			0.5
31 Mercer		5.5			5.5
33		3.3	3.7		7.0
55	37.3			19.7	57.0
72		19.5			19.5
74-9		9.5			9.5
81		3.0			3.0
85		3.0			3.0
90		6.3			6.3
92		14.2			14.2
174				1.5	1.5
178	4.1				4.1
202				5.0	5.0
206 Atlantic	4.0				4.0
206 Sussex	6.9				6.9
208	20.0				20.0
322		22.7			22.7
440 Hudson	2.9		3.8		6.7
807		35.0			35.0
TOTALS	102.2	194.8	9.3	80.8	837.1

# INTRASTATE FREEWAYS

DECEMBER 31 1974

**LEGEND**  
 ■■■■■ PLANNING  
 - - - - - OR DESIGN  
 - - - - - UNDER CONSTRUCTION  
 ——— OPEN TO TRAFFIC





INTRASTATE FREEWAY CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
18 Freeway	Monmouth	Fencing, from South of Route 38 to Deal Road, Townships of Wall, Neptune and Ocean, Boro of Neptune City.	6.250	\$ 212,519
55 Freeway	Cumberland Salem Gloucester	Planting, from Vicinity of Garden Road to U.S. Route 40, in the City of Vine-land, Townships of Pittsgrove and Franklin.	4.482	<u>64,733</u>
			TOTAL	\$ 277,252

INTRASTATE FREEWAY PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
15 F	Morris Sussex	Grading, Paving and Structures, from Hellers Lane to Blue Heron Road, Town- ships of Sparta and Jefferson.	4.517	\$ 12,111,520
15 F	Sussex	Grading, Paving and Structures, from Blue Heron Road to New York, Susque- hanna and Western Railroad, Township of Sparta.	3.981	7,485,245
18 F	Middlesex Monmouth	Grading, Paving and Structures, from U.S. Route 9 to West of Dutch Lane Road, in the Townships of Madison and Marlboro.	6.315	16,929,903
18 F	Monmouth	Grading, Paving and Structures, from West of Dutch Lane Road to East of Normandy Road, in the Townships of Marlboro, Freehold and Colts Neck.	7.623	14,570,112
18 F	Monmouth	Fencing, from South of Route 38 to Deal Road, Townships of Wall, Neptune and Ocean, Boro of Neptune City.	6.250	210,515
24 F	Morris Union Essex	Grading, Paving and Structures, from West of Passaic Avenue to the Erie Lackawanna Railway, in Chatham, Millburn and Summit.	3.123	13,469,084
55 F	Cumberland Salem Gloucester	Signing and Sign Lighting, from Route 47 to North of U.S. Route 40, Boros of Millville and Vineland, Townships of Pittsgrove and Franklin.	12.038	451,485
55 F	Cumberland Salem Gloucester	Planting, from the Vicinity of Garden Road to U.S. Route 40, in the City of Vineland, Townships of Pittsgrove and Franklin.	4.482	57,049
202 F	Hunterdon	Grading, Paving and Structures, from Route 29 to existing Route 202, City of Lambertville, and Township of East Amwell.	5.076	12,312,747
440 F	Middlesex	Grading, Paving and Structures, from East of Crows Mill Road, to East of State Street, Township of Woodbridge and City of Perth Amboy.	2.663	<u>27,831,562</u>
			TOTAL	\$105,429,222

LAND-SERVICE ROAD CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
1	Mercer	Barrier Curb and Safety Improvements, from Mulberry Street to Whitehead Road, in the City of Trenton and Township of Lawrence.	0.987	\$ 320,981
1 & 9	Union	Planting, from the Vicinity of Willow Glade Road to the Vicinity of Elm Place, including Bayway Circle, in the Cities of Linden and Elizabeth.	0.644	25,876
1 & 9	Hudson	Resurfacing and Drainage, from Tonnele Avenue Circle to Route 3, in Jersey City and Township of North Bergen.	2.626	1,340,841
3	Passaic	Planting, from the Vicinity of the Delaware, Lackawanna and Western Railroad to the Vicinity of the Passaic River, in the City of Clifton.	0.284	39,706
4	Bergen	Installation of New Sidewalk, Removal of Retaining Wall and Slope Cut-Back, on the Southwest Corner of Route 4 and 34th Street, in the Boro of Fair Lawn.	0.046	15,588
9	Middlesex	Landscaping, from Spring Valley Road to Perrine Road, in the Township of Madison.	2.320	60,623
17	Bergen	Drainage Improvements, at Broad Street and Vicinity of Moonachie Avenue, in the Boros of Carlstadt and Wood-Ridge.	0.001	28,479
22	Essex	Grading, Paving and Structures, from the connections of Eastbound U.S. Route 22 and Northbound U.S. Route 1 & 9 to West of Meeker Avenue at Weequahic Park, in the City of Newark.	1.291	16,161,855
34	Monmouth	Resurfacing, from the Vicinity of Reids Hill Road to the Vicinity of County Route 520, in the Townships of Holmdel and Marlboro.	2.692	647,462
35	Monmouth	Barrier Curb and Island Pavement, from East of Luppatotong Avenue to East of Central Railroad of New Jersey, in the Boro of Keyport.	0.150	97,385



LAND-SERVICE CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
37	Ocean	Landscaping, from Porter Avenue to Central Avenue, in the Townships of Berkeley and Dover, and the Boro of Seaside Heights.	1.04	\$ 44,993
37	Ocean	Deck Drainage Modification on West-bound Bridge over Barnegat Bay, in the Township of Dover.	0.384	163,700
46	Morris	Widening and Resurfacing, from Silver Lake to East of Wharton Avenue, in the Townships of Roxbury and Mine Hill.	0.813	302,000
46	Bergen	Redecking of Pedestrian Overpasses: one near Bank Street, Boro of Elmwood Park; and one near Keasler Avenue, Boro of Lodi.	---	82,100
49	Cumberland	Resurfacing, Widening and Drainage, from the Vicinity of the Central Railroad of New Jersey to East of Gould Avenue, in the City of Bridgeton, and Township of Fairfield.	2.620	785,771
62	Passaic	Rehabilitation of Hillery Street Bridge over Passaic River, in the Boros of Totowa and West Paterson.	0.066	445,805
63	Bergen	Drainage Improvements, at the Intersection of Edgewater Avenue and Ridgefield Terrace in the Boro of Ridgefield.	0.051	25,930
70	Ocean	Roadside Improvement--Mini-Park on the bank of the Metedeconk River in the Vicinity of Forge Pond, in the Township of Brick.	0.08	44,773
70	Camden	Construction of Traffic Surveillance and Control System at Ellisburg Circle, in the Township of Cherry Hill.	---	409,783
70/73	Burlington	Intersection Improvements of Marlton Circle, in the Township of Evesham.	0.468	478,812
73	Burlington	Resurfacing and Barrier Curb, from Tacony-Palmyra Bridge Plaza to Route 90 Freeway, in the Boro of Palmyra and Township of Cinnaminson.	2.415	1,485,538

LAND-SERVICE ROAD CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
152	Atlantic	Fender Repairs of the Bridge over Broad Thorofare, in the Township of Egg Harbor.	---	\$ 34,450
206	Somerset	Widening and Resurfacing, from Hamilton Road to Somerset Street, in the Township of Hillsborough and Boro of Somerville.	4.610	893,989
440	Hudson	Planting, from the Vicinity of Clendenny Avenue to the Vicinity of Briarwood Road, Jersey City.	1.932	16,246
539	Ocean	Realignment of County Route 539 at State Highway Route 72, in the Township of Ocean.	0.354	269,482
Jackson Avenue	Morris Passaic	Grading, Paving and Structures for construction of approaches and bridge over Pompton River, from Route 23 to 1,400 feet East of Jackson Avenue, in the Townships of Wayne and Pequannock.	0.203	2,333,585
Passaic Street	Morris Union	Grading, Paving and Structures for construction of approaches and bridge over the Passaic River, in the Boro of New Providence and Township of Chatham.	0.186	688,888
North Olden Avenue	Mercer	Widening and Resurfacing, from the Vicinity of Pennington Road to Artic Parkway, in the Township of Ewing.	1.279	<u>1,129,879</u>
			TOTAL	\$27,754,520

LAND-SERVICE ROAD PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
1	Middlesex Union	Resurfacing and Barrier Curb, from U.S. Route 130 to College Farm Road and from Lehigh Valley Railroad to East of John Street; from U.S. Route 9 to North of Union County Line in the Townships of North Brunswick, Edison and Woodbridge, and the City of Rahway.	4.414	\$ 1,799,700
1	Mercer	Barrier Curb and Safety Improvements, from Mulberry Street to Whitehead Road, in the City of Trenton and Township of Lawrence.	0.987	310,324
1&9 (Truck)	Essex	Local Safety Improvements, from where Southbound U.S. Route 1&9 Truck joins Route 1&9, in the City of Newark.	0.560	303,619
1&9	Union	Planting, from the Vicinity of Willow Glade Road to the Vicinity of Elm Place--including Bayway Circle, in the Cities of Linden and Elizabeth.	0.644	25,876
1&9	Union	Resurfacing and Barrier Curb, from East Grand Avenue to the Union-Middlesex County Line, in the City of Rahway.	1.05	432,209
1&9	Essex Hudson	Highway Lighting, from Airport Frontage Road to Foundry Street and from James Avenue to Tonnele Avenue Circle. Also Route 1 Business, from Tonnele Avenue Circle to Jersey Avenue, in the City of Newark and Jersey City.	3.995	751,236
1&9/7	Essex Hudson	Fender System Repairs of the Route 1&9 Pulaski Skyway and Route 7 Wittpen Bridges over the Hackensack River, and the Route 1&9 Truck Bridges over the Passaic and Hackensack Rivers, in the City of Newark, Town of Kearny and Jersey City.	---	434,184
1&9	Hudson	Resurfacing and Drainage, from Tonnele Avenue Circle to Route 3, in Jersey City and Township of North Bergen.	2.626	1,382,389
3	Passaic	Landscaping, from the Vicinity of the Delaware, Lackawanna and Western Railroad to the Vicinity of the Passaic River, in the City of Clifton.	0.284	36,321



LAND-SERVICE ROAD PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
3	Bergen	Grading, Paving and Structures, from Orient Way to Berry's Creek (Route 17 Interchange), in the Boro of Rutherford and Township of Lyndhurst.	1.104	\$ 6,104,121
3	Bergen	Widening, Resurfacing and Retaining Walls, from Riverside Avenue to Orient Way, in the Boro of Rutherford and Township of Lyndhurst.	0.923	\$ 2,736,974
3	Bergen	Highway and Sign Lighting, from Orient Way to the Erie Lackawanna Railway, including interchange with Route 17, in the Boro of Rutherford and Township of Lyndhurst.	0.924	521,935
4	Bergen	Installation of New Sidewalk, Removal of Retaining Wall and Slope Cut-Back, on the Southwest Corner of Route 4 and 34th Street, in the Boro of Fair Lawn.	0.046	14,451
9	Middlesex	Dualization and Structures, from Spring Valley Road to Perrine Road, in the Township of Madison.	4.417	7,244,377
9	Middlesex	Landscaping, from Spring Valley Road to Perrine Road, in the Township of Madison.	2.320	56,112
9	Monmouth	Dualization and Structures, from North of Manasquan River to Adelphia Road, in the Townships of Howell and Freehold.	1.250	1,848,412
10	Morris	Installation of 32-inch high Concrete Center Barrier and Resurfacing of Old Pavement and Shoulder, from Route 53 to Route 287 and from Troy Hills Road to Livingston Circle, in the Boro of Morris Plains and Townships of Parsippany-Troy Hills, Hanover, East Hanover and Livingston.	5.800	1,407,946
17	Bergen	Drainage Improvement in the Vicinity of Westerly Brook, in the Township of Rochelle Park.	0.001	226,316
17	Bergen	Drainage Improvement at Broad Street and Vicinity of Moonachie Avenue, in the Boros of Carlstadt and Wood-Ridge.	0.065	28,479

LAND-SERVICE ROAD PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
17	Bergen	Extension of Pedestrian Overpass at Prospect Street, in the Boro of Waldwick.	0.050	\$ 302,559
20	Passaic	Demolition of Buildings, from Slater Street to Main Street, in the City of Paterson.	---	74,240
20	Passaic	Demolition of Buildings, from Main Street to Putnam Street, in the City of Paterson.	---	77,120
22	Somerset Union	Removal of Existing Barrier Curb and Install Standard 32-inch high Concrete Center Barrier, from Washington Avenue to the Garden State Parkway, in the Townships of Scotch Plains, Union and Springfield and the Boros of North Plainfield, Watchung and Mountainside.	11.520	2,481,185
23	Sussex	Widening and Resurfacing, Vicinity of Franklin Avenue, in the Boro of Franklin.	0.342	235,800
31	Hunterdon	Resurfacing, from the Raritan River to the Boro of Glen Gardner.	3.910	627,884
31	Warren	Resurfacing, from the Musconetcong River to Route 57 in the Township and Boro of Washington.	4.218	867,800
34	Monmouth	Resurfacing, from the Vicinity of Reids Hill Road to the Vicinity of County Route 520, in the Townships of Holmdel and Marlboro.	2.692	650,176
35	Monmouth	Install 32-inch high Concrete Center Barrier and Island Pavement, from East of Luppataong Avenue to East of the Central Railroad of New Jersey, in the Boro of Keyport.	0.150	100,325
35 & 71	Monmouth	Underwater Foundation Projection at Shark River Bridge, in the Boros of Belmar and Avon-By-The-Sea.	---	626,638
37	Ocean	Drainage Modifications on the Deck of the Westbound Bridge over the Barnegat Bay, in the Township of Dover.	0.384	155,758

LAND-SERVICE ROAD PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>MILEAGE</u>	<u>COST</u>
38	Camden	Barrier Curb Replacement, Township of Cherry Hill.	1.817	\$ 549,099
46	Morris	Widening and Resurfacing, from Silver Lake to East of Wharton Avenue, in the Townships of Roxbury and Mine Hill.	0.813	302,000
46	Bergen	Redecking of Pedestrian Overpasses: one near Bank Street, Boro of Elmwood Park; one near Keasler Avenue, Boro of Lodi.	---	78,500
46	Bergen	Reconstruction of Deck and Approach Spans of Hackensack River Bridge in the Boro of Little Ferry and the Village of Ridgefield Park.	0.323	1,318,479
70	Ocean	Roadside Improvement--Mini-park on the bank of the Metedeconk River in the Vicinity of Forge Pond, in the Township of Brick.	0.08	46,865
73	Burlington Camden	Resurfacing and Barrier Curb, from the Tacony-Palmyra Bridge Plaza to Route 90 Freeway, in the Boro of Palmyra and Townships of Cinnaminson and Pennsauken.	2.415	1,485,538
70/73	Burlington	Intersection Improvements of Marlton Circle, in the Township of Evesham.	0.468	516,979
152	Atlantic	Fender Repairs of Bridge over Broad Thorofare, in the Township of Egg Harbor.	---	33,880
440	Hudson	Planting, from the Vicinity of Clendenny Avenue to the Vicinity of Briarwood Road, in Jersey City.	1.932	<u>16,246</u>
			TOTAL	\$ 36,212,057



MAINTENANCE PROJECTS  
BY CONTRACT

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Calendar Year 1974

	<u>COST</u>
Bridge Painting Contracts - 6 Contracts 85 bridges painted	\$ 270,238
Traffic Line Contracts - 1 Contract 3,900,000 linear feet	113,783
Mowing Contracts - 11 Contracts 6,303 acres	119,437
Tree Trimming Contracts - 20 Contracts 4,400 service hours	154,000
Sweeping Contracts - 1 Contract 151 curb miles	12,000
Snow Removal & Ice Control - Hired Equipment 787 units	<u>1,349,010</u>
TOTAL	\$2,018,468

MAINTENANCE PROJECTS  
BY DEPARTMENT FORCES

CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>RESURFACING LOCATIONS</u>	<u>MILEAGE</u>	<u>COST</u>
1	Middlesex	Deans Lane to South of Route 130 Circle North, North Brunswick Township.	4.80	\$ 115,000
4	Bergen	Margaret Street Eastbound to Overpeck Creek, Teaneck Township.	1.20	33,000
4	Bergen	Margaret Street Westbound to Overpeck Creek, Teaneck Township.	1.20	19,500
9	Ocean	Bayview Boulevard to County Route 534, Union and Ocean Townships.	2.30	140,000
9W	Bergen	Milepost 10 to Milepost 10.8, Alpine Boro.	0.80	37,500
10	Morris	County Route 513 Westbound to Salem Road, Randolph Township.	3.00	200,000
10	Morris	County Route 513 Eastbound to West of South Salem Street, Randolph Township.	0.70	29,000
10	Morris	Left Turn Slot, Randolph Township.	0.10	10,500
15	Morris	Route 15 Detour, Wharton Boro.	0.20	5,800
17	Bergen	Erie Lackawanna Railway to Ramapo River, Mahwah Township.	1.90	134,000
22	Somerset	Vosseller Road Eastbound to East of Thompson Avenue, Bound Brook Boro and Bridgewater Township.	1.55	53,500
22	Somerset	Adamsville Road to Eastbound lane of Interstate Route 287, Bridgewater Township.	0.90	36,500
23	Sussex	Cemetery Road to Route 284, Wantage Township and Sussex Boro.	0.90	33,500
23	Passaic	Legion Place to North of Alps Road, Wayne Township.	0.35	17,500
24	Union	Milepost 52 to Mount Ararat, Millburn Township and Summit.	0.20	6,500
27	Union	Stiles Street to Laurita Street in the Cities of Linden and Middlesex.	0.30	13,500
28	Union	East of Springfield Road to Magie Avenue, City of Elizabeth.	0.50	18,500

MAINTENANCE PROJECTS  
BY DEPARTMENT FORCES

CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>RESURFACING LOCATIONS</u>	<u>MILEAGE</u>	<u>COST</u>
29	Mercer	Parkside Avenue Ramp, City of Trenton.	0.15	\$ 4,300
29	Mercer	North of Scudders Falls Bridge to County Route 546, Ewing and Hopewell Townships.	2.25	57,000
31	Hunterdon	South Branch of Raritan River to Lehigh Valley Railroad, Raritan Township.	2.00	128,000
31	Hunterdon	Stanton Station Road to Packers Island at the Lehigh Valley Railroad, Raritan Township.	2.20	150,000
31	Mercer	North of Stoney Brook in Pennington to Woodsville-Bellemeade Road, Hopewell Township.	1.45	92,000
33	Monmouth	East of Atkins Avenue to Route 71, Neptune City.	0.25	7,500
33	Monmouth	West of Junction of Routes 33 and 34 in Howell Township.	0.75	36,000
34	Monmouth	County Route 537 Intersection, Colts Neck Township.	0.10	8,700
34	Monmouth	South of County Route 516 to Fierro Road, Matawan Boro.	0.70	50,000
34	Monmouth	Woods End Road to North of Holmdel Road, Colts Neck Township.	1.55	126,000
35	Monmouth	South of Apache Road to Lakewood Road, Wall Township.	0.25	17,000
35	Middlesex	Smith Street, City of Perth Amboy.	0.05	1,000
35	Middlesex	Ocean Boulevard, Madison Township.	0.05	1,600
37	Ocean	Oak Ridge Parkway Intersection, Dover Township.	0.20	10,000
40	Salem	East of Route 48 to Auburn-Sharptown Road, Upper Penns Neck and Pilesgrove Townships.	3.65	44,000
42	Camden Gloucester	County Route 544 to Vicinity of New Jersey Turnpike, Deptford Township.	1.50	113,000
45	Salem	Route 40 to Pennsylvania Reading Seashore Line, Woodstown Boro and Pilesgrove Township.	1.30	41,500



MAINTENANCE PROJECTS  
BY DEPARTMENT FORCES

CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>RESURFACING LOCATIONS</u>	<u>MILEAGE</u>	<u>COST</u>
46	Morris	County Route 513 to Rockaway River, Rockaway River Township.	0.80	\$ 42,500
46	Morris	Route 183 Netcong Circle, East to Interstate Route 80, Netcong Boro and Roxbury Township.	1.85	87,500
47	Gloucester Camden	Route 130 to New Jersey Turnpike, Deptford Township, Westville and Brooklawn Boros.	2.50	84,000
71	Monmouth	11th Avenue to South of Lake Avenue, Neptune City.	0.40	14,000
72	Ocean	8th Street, Ship Bottom Boro.	0.35	18,000
72	Ocean	Vicinity of Morris Boulevard, Stafford Township.	0.10	9,000
76	Camden	Morgan Boulevard, City of Camden.	0.10	7,000
80	Warren	Decatur Street Detour, Knowlton Township.	0.05	4,200
87	Atlantic	Huron Avenue, Atlantic City.	0.70	41,000
88	Ocean	Route 9 to Ocean County Park, Lakewood Township.	1.45	30,500
130	Middlesex	Old Georges Road to North of County Workhouse, North and South Brunswick Townships.	1.45	145,000
130	Mercer	Hickory Corners Road to Rocky Brook, East Windsor Township.	1.40	77,000
130	Burlington	La Gorce Square, Burlington Township.	0.20	6,300
130	Burlington	Kinkora to Interstate Route 295, Mansfield and Bordentown Townships.	1.10	44,500
130	Gloucester Camden	Big Timber Creek, West Deptford and Brooklawn Boro.	0.05	3,000
206	Sussex	Culver Lake to County Route 521, Frankford Township.	2.40	115,000
206	Mercer	Cold Soil Road to North of County Workhouse, Lawrence Township.	1.45	43,500

MAINTENANCE PROJECTS  
BY DEPARTMENT FORCES

CALENDAR YEAR 1974

<u>ROUTE</u>	<u>COUNTY</u>	<u>RESURFACING LOCATIONS</u>	<u>MILEAGE</u>	<u>COST</u>
295	Camden	Three Overpasses, Mount Ephraim and Bellmawr Boros.	0.30	\$ 16,000
322	Gloucester	East of Tuckahoe Road to County Route 536, Monroe Township.	1.15	43,500
322	Gloucester	County Route 551 to Route 45, Harrison Township.	<u>3.90</u>	<u>106,000</u>
			61.00	\$2,728,900

OTHER MAINTENANCE ITEMS BY DEPARTMENT FORCES

Traffic-Line Painting (State Inventory)

44,514,068 Linear Feet	8,430
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Signs Fabricated

10,487 Units

Ice-Control Materials

\$1,151,827

Sodium Chloride.....40,653 Tons  
 Calcium Chloride..... 3,850 Tons  
 Abrasives.....15,074 Cu, Yds.  
 Chloride Pre-Mix..... 4,351 Tons

MISCELLANEOUS CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>COST</u>
Essex Hudson	Boiler Conversion of Bridge Street and Jackson Street Bridges over the Passaic River, in the Town of Harrison and City of Newark.	\$ 103,240
Passaic	Intersection Improvements on Goeffle Road at Red Avenue, Goeffle Hill Road and Watchung Avenue, and at Main Avenue and Van Houten Avenue, in the Boro of Hawthorne and City of Passaic.	169,368
Monmouth	Intersection Improvements on Cherry Tree Farm Road at Wilson Avenue and Harmony Road and at Crawford's Corner Road and Red Hill Road, in the Townships of Middletown and Holmdel.	123,493
Ocean	Traffic Control Devices along Federal Aid Secondary Routes 82, 83, 85, 87, 247, 248 and 250.	61,163
Middlesex	Regional Roadway Improvements in the Townships of East Brunswick and Woodbridge and Boro of Metuchen.	144,750
Monmouth Mercer Burlington	Institutional Road Improvements: Marlboro State Hospital, Marlboro Township; Bordentown Reformatory Prison Farm, Chesterfield Township; and Trenton State Prison, Jones Farm, Ewing Township.	135,507
Mercer	Construction of Paved Bikeway, from Stacy Park along the Delaware River to the Vicinity of Cadwalader Park, 1.45 miles, in the City of Trenton.	78,512
Mercer Monmouth Middlesex Burlington Camden Gloucester	Demolition of Buildings, Contract No. 1, in the City of Trenton, Boro of Glassboro and Townships of Freehold, Howell, Wall, Medford, Mt. Laurel, Pennsauken, Cinnaminson, Maple Shade, East Windsor, South Brunswick, Burlington and Bordentown.	58,000
Bergen Essex Morris Passaic	Demolition of Buildings, Contract No. 2, in the Boros of Elmwood Park, Florham Park, Morris Plains and Hawthorne, Cities of Clifton and Newark, and the Townships of Morris, Hanover and Parsippany-Troy Hills.	24,651
Somerset Passaic Morris	Regional Roadway Improvements at: Route 23 and Union Valley Road, West Milford Township; Route 23 and Boonton Boulevard and West Parkway, Pequannock Township; Route 80 near Route 53, Denville Township; Route 46 and Baldwin Road, Parsippany-Troy Hills Township, and Route 46 and Bloomfield Avenue, Denville Township; Route 287 at Pine Street and in the Vicinity of West Oak Street, Basking Ridge; Morris Avenue, Denville Township and Greystone Hospital, Morris Plains Boro.	191,904



MISCELLANEOUS CONTRACTS AWARDED  
CALENDAR YEAR 1974

<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>COST</u>
Bergen Mercer Morris Passaic Somerset	Chain Link Fence on 15 Bridges: 7 on Route 4; 3 on Route 80; 1 on Route 287; 1 on Route 95; 2 on Route 22; and 1 on Route 46.	\$ 143,522
Morris	Intersection Improvements at Lafayette Avenue and Watchung Avenue, Park Avenue and Ford Hill Road, Ridgedale Avenue and Park Avenue, Jackson Avenue and Boulevard, and Boulevard and Pocono Road, in the Boros of Chatham, Madison and Mountain Lakes, and the Townships of Pequannock, Morris, Hanover and Chatham.	361,995
Statewide	Underground Structures for Electrical Facilities at Various Locations on State Highways.	<u>365,910</u>
	TOTAL	\$ 1,962,015

MISCELLANEOUS PROJECTS COMPLETED  
CALENDAR YEAR 1974

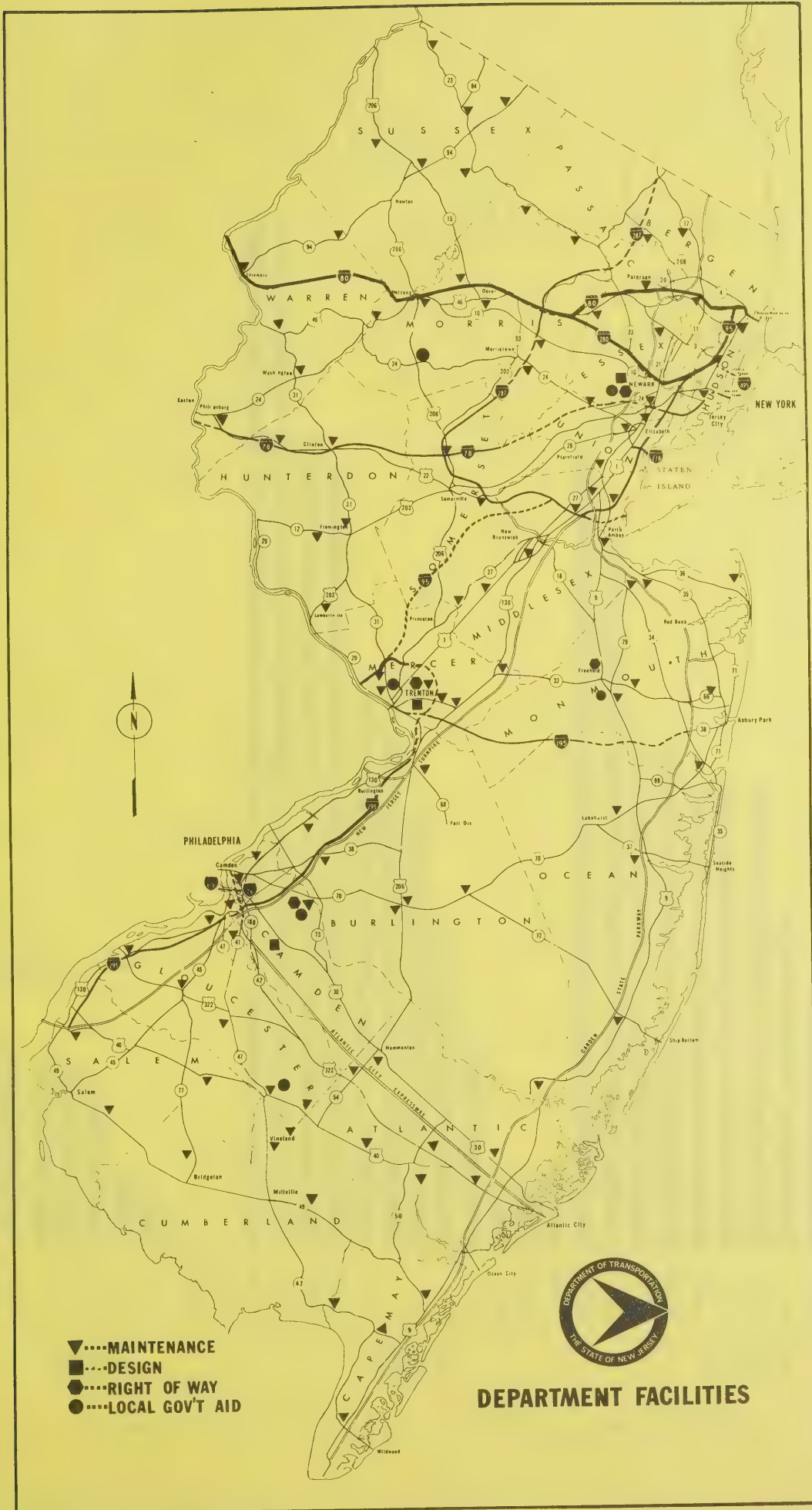
<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>PROJECT COST*</u>
Cumberland	Widening, Resurfacing and Traffic Signal Improvements at Landis Avenue and Mill Road, Landis Avenue and Orchard Road, Chestnut Avenue and Brewster Road, and Route 49 and County Road 8, in the Cities of Millville and Vineland.	\$ 189,229
Somerset	Construction of Central Railroad Bridge over First Avenue and Reconstruction of First Avenue (Grade Elimination), 0.179 miles, in the Boro of Raritan.	1,437,559
Somerset	Intersection Improvements at High Street and Bridge Street and at High Street and Grove Street, in the Boro of Somerville.	83,354
Somerset Passaic Morris	Regional Roadway Improvements at: Route 23 and Union Valley Road, West Milford Township; Route 23 and Boonton Boulevard and West Parkway, Pequannock Township; Route 80 near Route 53, Denville Township; Route 46 and Baldwin Road, Parsippany-Troy Hills Township, and Route 46 and Bloomfield Avenue, Denville Township; Route 287 at Pine Street and in the vicinity of West Oak Street, Basking Ridge; Morris Avenue, Denville Township and Greystone Hospital, Morris Plains Boro.	191,904
Union	Replacement of Erie Lackawanna Railway Bridge over South Street and Reconstruction of South Street, in the Boro of New Providence.	740,354
Monmouth	Intersection Improvements on Cherry Tree Farm Road at Wilson Avenue and Harmony Road and at Crawford's Corner Road and Red Hill Road, in the Townships of Middletown and Holmdel.	114,851
Essex Hudson	Boiler Conversion of Bridge Street and Jackson Street Bridges over the Passaic River, in the Town of Harrison and City of Newark.	103,240

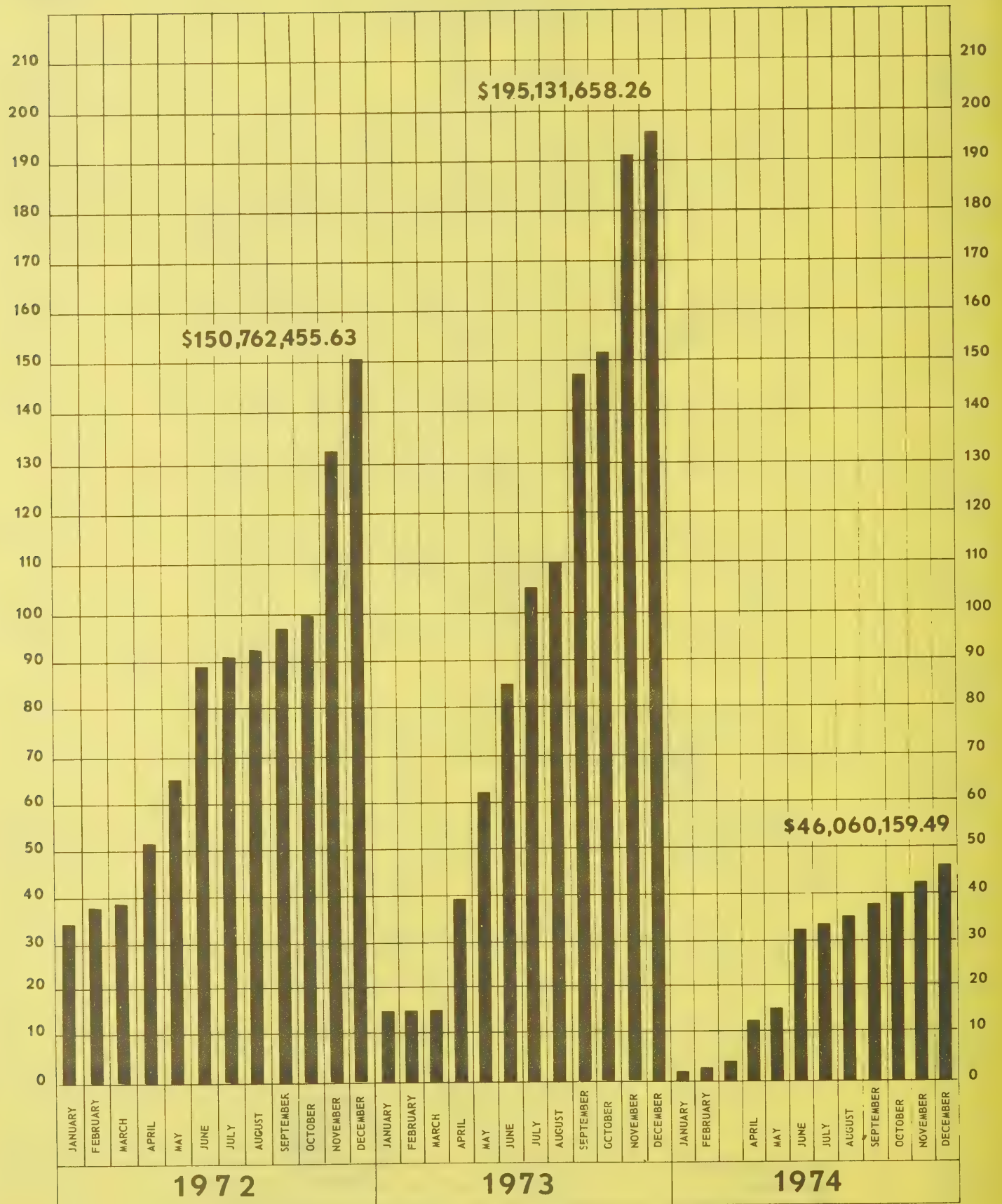
\*Amount includes construction, right-of-way, utility and railroad force account costs where applicable.

MISCELLANEOUS PROJECTS COMPLETED  
CALENDAR YEAR 1974

<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>COST</u>
Mercer Monmouth Middlesex Burlington Camden Gloucester	Demolition of Buildings, Contract No. 1, in the City of Trenton, Boro of Glassboro and Townships of Freehold, Howell, Wall, Medford, Mt. Laurel, Pennsauken, Cinnaminson, Maple Shade, East Windsor, South Brunswick, Burlington and Bordentown.	\$ 58,000
Bergen Essex Morris Passaic	Demolition of Buildings, Contract No. 2, in the Boros of Elmwood Park, Florham Park, Morris Plains and Hawthorne, Cities of Clifton and Newark, and the Townships of Morris, Hanover and Parsippany-Troy Hills.	24,651
Union	Intersection Improvements at Five Locations: Plainfield-South Second Street-Clinton Avenue-Evona Avenue; West 4th Street-Clinton Avenue; Watchung Avenue-Woodland Avenue; West Front Street-Rock Avenue; and West 3rd Street-Clinton Avenue, in the City of Plainfield.	222,651
Passaic	Dualization, Widening, Resurfacing and Traffic Signal Improvements of Main Avenue from Gregory Avenue to Monroe Street, 0.745 miles, in the City of Passaic.	1,238,822
Essex	Widening and Intersection Improvements of Northfield Avenue and Walker Roads, 0.290 miles, in the Town of West Orange.	202,079
Essex	Grading, Paving and Structures for construction of Scotland Road from Interstate Route 280 to Main Street, including Bridge over Erie Lackawanna Railway, 0.236 miles, in the City of Orange.	1,451,093
Monmouth Mercer Burlington	Institutional Road Improvements; Marlboro State Hospital, Marlboro Township; Bordentown Reformatory Prison Farm, Chesterfield Township; and Trenton State Prison, Jones Farm, Ewing Township.	153,760
Mercer	Construction of Paved Bikeway, from Stacy Park along the Delaware River to the vicinity of Cadwalader Park, 1.45 miles, in the City of Trenton.	78,512
Middlesex	Intersection Improvements at Raritan Street, Washington Road-Main Street, 0.294 miles, in the Boro of Sayreville.	\$ 302,458
Ocean	Traffic Control Devices along Federal Aid Secondary Route 82, 83, 85, 87, 247, 248, and 250.	61,163
Statewide	Underground Structures for Electrical Facilities at Various Locations on State Highways.	<u>365,910</u>
	TOTAL	\$ 7,019,590







CUMULATIVE DOLLAR VALUE OF TRANSPORTATION CONTRACTS AWARDED

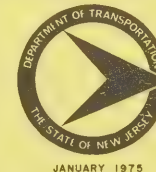
PUBLIC HEARINGS  
CALENDAR YEAR 1974

<u>DATE</u>	<u>TYPE</u>	<u>FACILITY</u>	<u>AREA</u>
Nov. 25	Passenger Service Hearing	Railroad: C.N.J.	Westfield
Nov. 26	Passenger Service Hearing	Railroad: C.N.J.	West Long Branch

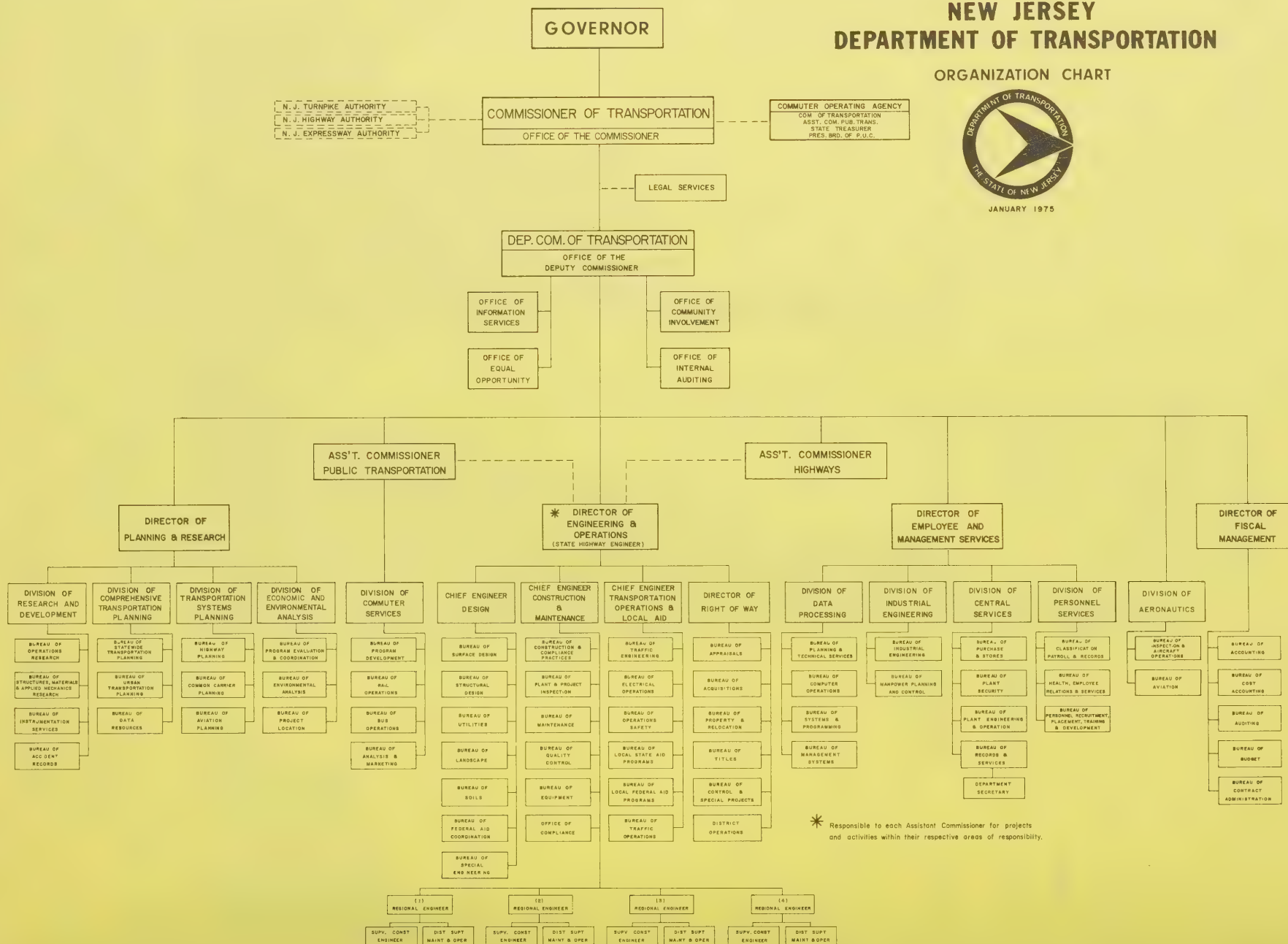


# NEW JERSEY DEPARTMENT OF TRANSPORTATION

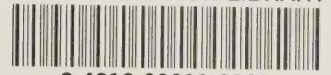
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